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# UNITED STATES SEAPORTS ALASKA, PACIFIC COAST AND HAWAII

PORT SERIES
PART 1

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U.S. DEPARTMENT OF COMMERCE
MARITIME ADMINISTRATION

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# UNITED STATES SEAPORTS
# ALASKA, PACIFIC COAST
# AND HAWAII

**PORT SERIES**
**PART 1**

**U. S. DEPARTMENT OF COMMERCE**
Luther H. Hodges, Secretary

**MARITIME ADMINISTRATION**
Maritime Administrator, Thomas E. Stakem
Acting Deputy Maritime Administrator, Elmer E. Metz

**Prepared by**
**Office of Planning and Special Studies**
**Howard J. Marsden**
**Port Development Officer**
**June 1961**

For sale by the Superintendent of Documents, U.S. Government Printing Office, Washington 25, D.C. - Price $1

U. S. DEPARTMENT OF COMMERCE
MARITIME ADMINISTRATION
WASHINGTON 25, D. C.

IN REPLY REFER TO:
L24-2:122

SUBJECT: Part 1, Port Series Report - Alaska, Pacific Coast and Hawaii

TO : Maritime Administrator, Maritime Administration, Department of Commerce

Section 8 of the Merchant Marine Act of 1920 requires the Maritime Administration in cooperation with the Secretary of Army, Department of Defense, to investigate port facilities and the flow of commerce through ports in order to encourage their use by vessels engaged in domestic and foreign trade of the United States.

Under a revised cooperative arrangement with the Board of Engineers for Rivers and Harbors, Corps of Engineers, this volume of Part 1, Port Series entitled Alaska, Pacific Coast and Hawaii has been completed. In accordance with the agreement between the two agencies, the information on port administration; Federal functions and services; terminal services, rates and charges; labor contracts, rules, benefits, wage rates and related data; foreign and domestic trade; port development; and policy and legal action taken by the government affecting the port industry was prepared by William C. Adams and Donald D. Allen of the Port Development Staff under the direction of Donald W. Allman.

The Corps of Engineers will separately prepare and publish Part 2 of the Port Series Reports as described in the Foreword hereof.

On account of the value of the information to commerce and to shipping interests and the public, it is recommended that the subject material, the manuscript of which is transmitted herewith, be approved for publication in order that it may be readily available to interested parties at an early date.

Howard J. Marsden
Port Development Officer

Approved:

Thos. E. Stakem
Maritime Administrator

FOREWORD

This publication is the first of a series of four publications containing data of value to commerce and shipping interests. These publications present data on port administration; Federal functions and services; terminal services, rates and charges; labor contracts, rules, benefits, wage rates and related data; foreign and domestic trade; port development; and policy and legal action taken by the government affecting the port industry. Each publication contains a complete geographical area as follows:

Part 1, Port Series - Alaska, Pacific Coast and Alaska

Part 1, Port Series - Atlantic Coast

Part 1, Port Series - Gulf Coast

Part 1, Port Series - Great Lakes

The Department of Commerce, Maritime Administration is charged by law with the responsibilities in connection with the maritime affairs of the United States. These functions include control over rates, practices, agreements, charges, and services in published tariffs of common carriers by water engaged in the domestic offshore trades and in foreign commerce, and persons engaged in furnishing wharfage, dock, warehouse or terminal facilities in connection with common carriers. In the field of port development, the Administration investigates regions tributary to ports taking into consideration the economics of transportation by rail, water, and highway and the natural direction of the flow of commerce.

Under authority of Section 8 of the Merchant Marine Act of 1920, the information in the present Port Series covers the principal United States Coastal and Great Lakes Ports. The Lake Series, covering the Great Lakes

Ports, has been prepared by the Corps of Engineers, and the Port Series (Coastal) were prepared jointly by the Maritime Administration and the Corps of Engineers. Now that the St. Lawrence Seaway is in operation, the Maritime Administration will prepare reports for the Great Lake Ports which will be incorporated into its Part 1 series.

Under a revised cooperative agreement between the two agencies - in an effort to provide for more nearly current data - the information on port administration; Federal functions and services; terminal services, rates and charges; labor contracts, rules, benefits, wage rates and related data; foreign and domestic trade; port improvement; and policy and legal action taken by the government affecting the port industry will be prepared and published as Part 1 by the Port Development Staff, Maritime Administration, U. S. Department of Commerce. Information on port and harbor conditions and port and harbor facilities will be prepared and published as Part 2 by the Domestic-Ports Branch, Board of Engineers for Rivers and Harbors, Corps of Engineers, U. S. Army.

The Part I reports--a single volume for each coastal region--are designed to meet the requirements of the Department of Commerce in connection with the duties assigned by Congress. It also provides necessary and vital data for other governmental departments, to commerce, to shipping interests, and others interested in transportation.

Both the geographical description of the coastal area and general port data are included. The tabulation on general port data gives the name of each individual port, the location, population, tidal range, weather data,

annual precipitation and deepest draft vessel using the port.

The discussion on port administration reveals the types of organizations and functions. In this endeavor we are interested in the coordination of activities connected with the development, construction, maintenance, regulation or operation of the harbor and other aspects of port administration. As can be readily seen the variation in the activities of local port administrative bodies is very great indeed. The activities of a local administration vary with the functions performed, the size of the port and its legal jurisdiction.

While the primary responsibility for port administration is that of local authorities, there are a number of federal agencies whose activities in the development and operation of ports are substantial. Some of these activities relate to the development and improvement of the conditions in port areas, channels and facilities for the conduct of shipping, while others relate to the regulation of ships, cargo, passengers, personnel and baggage as they enter and clear the ports. The role played by each federal agency at the ports has been briefly reviewed.

The discussion of terminal, services, rates and charges covers the definition of services, rates for pilotage, towage, wharfage and miscellaneous port and terminal charges. The presentation has been accomplished by examining individual tariffs and regional agreements and making comparative tabulations. For example, the Pacific Coast ports operating under agreements permitted by Section 15 of the Shipping Act of 1916, have attempted uniformity in regulations and rates on a regional basis. In the Pacific

Northwest region a uniform schedule of wharfage charges was adopted in 1958; while in California, the California Association of Port Authorities has imposed identical dockage charges at member ports. These are illustrated in the facts and figures presented.

The scope of the waterfront labor coverage likewise includes a discussion of union contracts, rules, benefits, wage rates and other related data, as well as a presentation in tabular form of local exceptions at the individual ports. The discussion devoted to labor has been restricted to the receiving of cargo at the pier or terminal, the movement to or from the pile in the transit shed or pier and thence to loading/unloading aboard ship. Local agreements at individual ports on the Pacific Coast has been included where there are exceptions to the basic contracts.

The foreign and domestic trade tables presented are factual statements about the 1958 and 1959 trade moving in foreign and domestic commerce in the Pacific area. The figures presented were compiled from available statistics by the Corps of Engineers for public use and serve to illustrate a reasonable measure of port activity and trade comparison in the two-year period.

In any port or coastal area, the study of traffic and its economic exploitation is becoming a more and more necessary tool for port and national economy planners. The elucidation of principles by such a study provides a starting point for taking vigorous action to render essential support of the economy of the port and its hinterland. The outgrowth of these projected studies influence a continuing program of port development and improvement to keep pace with the construction of modern facilities to serve the future commerce needs.

The port development program as presented in this volume reviews the bond appropriations, and extensive planning programs in the various ports which are especially significant in light of great importance of the ports commerce to the economy of the port district.

Unless otherwise stated, the information contained in this publication was current in January 1961.

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X

MARITIME ADMINISTRATION

DEPT. OF COMMERCE

GENERAL DESCRIPTION - COASTAL AREAS

Alaska: - Alaska consists of the great peninsula forming the northwestern extremity of the North American Continent, the sharply tapering Alaska Peninsula, and the Aleutian Island chain. It also includes the narrow strip of land that extends southeastward along the coast between Canada and the Pacific Ocean and which together with the adjacent Alexander Archipelago is known as Southeastern Alaska. In addition to mining camps and sawmills, there are canneries, salteries, and fish reduction plants on many of the numerous islets and inlets. The Panhandle or western part of Southeastern Alaska is a densely wooded, mountainous area with many islands, fjords, and protected water passages. The mountains reach a height of 9,000 feet, and in the northern section of Southeastern Alaska large glaciers extend down narrow canyons to the sea. The terrain is so unfavorable for land travel that most transportation is by water or air.

The population of Alaska was 223,383 in 1960. It is concentrated in the Panhandle, served principally by water from Seattle or to a minor extent from Prince Rupert, and in north central Alaska along the Alaska Railroad from Seward to Fairbanks.

Primary roads in Alaska include about 2,000 miles of all-weather roads connecting the principal cities and military bases with one another and with the United States by the Alaska Highway through Canada. The approved secondary road system is composed of some 3,000 miles of local and feeder roads which have a gravel surface except for sections in the vicinity of

the population centers at Anchorage and Fairbanks. Approximately one-half of the roads in the secondary system are connected to the primary system: the balance is composed of sections in isolated areas connecting small communities with one another and with rail, water, or air transportation facilities.

Except for heavy inbound movements of refined petroleum from California, practically all of Alaska's waterborne traffic is with ports of the Pacific Northwest and particularly Seattle, the traditional gateway to Alaska. Trade is predominantly inbound inasmuch as the population is dependent on outside sources for virtually all consumer goods. Most of such shipments move by containers aboard vessels of the Alaska Steamship Company.

Pacific Coast - The Pacific Northwest and California: - The ports of the Pacific Northwest, which embrances the states of Washington and Oregon, can generally be grouped into the following geographical segments: Puget Sound ports, ocean bay ports, and ports on the Columbia River and its tributaries. The trade area which forms the hinterland for waterborne commerce passing through these ports comprises the states of Washington, Oregon, Idaho, and parts of Montana and Utah. For many years the basic industries of this region, those of forestry, fishing, and agriculture, produced large surpluses for the foreign and domestic markets. Today, that part of the Pacific Northwest between the Cascade Range and the Pacific Ocean coast nurtures an intensive and diversified industrial development. East of the Cascades lies the highly productive "Inland Empire" with its millions of fertile acres.

The 1960 census gives the population of Washington 2,853,214 and that of Oregon as 1,768,687 which represents an increase of about 20 percent and 16 percent, respectively, for the previous 10-year period. The Puget Sound lowland and the broad trough southward of the Sound are Washington's most populated areas. The most populous section of Oregon is the Willamette River valley where much of the state's industrial activity is located.

The Puget Sound area, in addition to its foreign trade activities, serves as the principal wholesale center for the State of Alaska. Ocean bay ports rely heavily on the movement of forest products, and Columbia River ports are principal channels for the outbound movement of tremendous tonnages of grain, grain products, and lumber.

Excellent highway, railroad, and air transportation provides an essential link between the seaports and the hinterland. Highways, constructed to withstand heavy loads of logs, lumber, building materials, petroleum, and other products, radiate from the major ports. Interstate highways connect the ports and extend eastward from Seattle and Portland. The five principal railroad systems serving the Pacific Northwest are the Great Northern, the Northern Pacific, the Chicago, Milwaukee, Saint Paul and Pacific, the Union Pacific, and the Southern Pacific. In general, except for the Southern Pacific, the transcontinental routes are eastward across the northern and central states. At Portland, the Southern Pacific connects these roads with central and southern California, as indicated below in the description of railroads serving the San Francisco Bay Area.

The inland waterway movement in the Pacific Northwest finds enormous amounts of forest products being rafted, especially in the deeply indented and protected Puget Sound area. The Columbia River, one of the greatest North American rivers, constitutes the navigable approach to river ports between its mouth and the head of ocean shipping navigation at Portland, thereby embracing one of the major port districts of the Pacific Coast. Vancouver, Washington, on the Columbia River, and Portland, Oregon are about 106 and 110 miles, respectively, from the Pacific; the latter port being situated on the Willamette River about 9 miles above its junction with the Columbia. Navigation by river craft is conducted for a considerable distance up the Columbia above Vancouver and for a comparatively limited distance up the Willamette above Portland.

The ports of California are grouped for the purpose of this report into two main geographical areas, ports of the San Francisco Bay Area and ports of Southern California. The state has had a marked expansion in population to 15,717,204 in 1960, an increase of nearly 49 percent over the previous 10 years. This tremendous population growth is indicative of an unusual impending commercial potential. The greater part of the population is in and around the port cities and areas adjacent to them.

San Francisco Bay, entered through the Golden Gate, is about 641 statute miles south of the Columbia River and 423 miles north of Los Angeles. The bay proper, which extends north and south of the entrance, has a length of about 48 miles, a greatest width of about 13 miles, an area of about 450 square miles, and a shoreline distance of nearly 100 miles. On the western

side of the bay, port facilities are located at San Francisco and Redwood City; while across the bay on its eastern side there are facilities at Oakland, Alameda, and Richmond. At its northern end, San Francisco Bay joins San Pablo Bay, from the eastern side of which Carquinez Strait connects Suisun Bay and the Sacramento and San Joaquin Rivers with the San Francisco Bay system. Mare Island Strait extends northwestward from Carquinez Strait near the confluence of the latter and San Pablo Bay and is in reality the estuary of the Napa River, a comparatively small stream draining the Napa Valley. Facilities used primarily for handling highly specialized cargoes (bulk oil, ores, and explosives) are located in the communities of Hercules, Rodeo, Oleum, and Selby on San Pablo Bay; Benicia, Martinez, Port Costa, Crockett, and Valona on Carquinez Strait; Mare Island, Vallejo, and South Vallejo on Mare Island Strait; and Avon on Suisun Bay. The port of Stockton is located on the San Joaquin River about 45 miles from Suisun Bay.

Economically the San Francisco Bay Area is one of the most diversified on the Pacific Coast, and its annual waterborne commerce is the highest on that coast. Cargoes of varied commodities make up a well-balanced trade. Indigenous agricultural products and the related processed foods industry, together with a wide variety of light and heavy industries including oil refining, mineral and chemical production, contribute to the high volume of commerce involving the Bay Area. In addition to the environs and the rich agricultural hinterland of California, bay ports serve the interior of the United States. A foreign trade zone, free port, is located in San Francisco.

Movement of freight to, from, or within the San Francisco Bay Area is facilitated by good rail, highway, water, and air transportation. The Bay Area is served by four Class I railroads; the Southern Pacific, the Atchison, Topeka and Santa Fe, the Western Pacific, and the Northern Pacific. These provide connections with the principal West Coast ports and afford transcontinental service connecting with all parts of the United States and with Canada and Mexico. The Southern Pacific extends northward through central California and Oregon to Portland, where it connects with other lines serving the Pacific Northwest. Between Eugene and Portland a number of branch lines serve the area and the important coast cities. The Northwestern Pacific, a subsidiary of the Southern Pacific, extends northward along the coast from the Bay Area to Eureka. Main lines of the Southern Pacific and the Western Pacific extend eastward from the Bay Area through Ogden and Salt Lake City to make transcontinental connections. Both the Southern Pacific and the Atchison, Topeka and Santa Fe main lines run southward from the San Francisco Bay Area to connect with Los Angeles and then continue eastward in their transcontinental service through the South. Between the San Francisco Bay Area and Los Angeles the Southern Pacific has two nearly parallel routes, one along the coast and the other through central California, with numerous branch lines serving the central valley and the southern part of the state. The Atchison, Topeka and Santa Fe has a coastal route between Los Angeles and San Diego.

The railroads have either direct access to waterfront facilities in the San Francisco Bay Area or are connected to them by belt lines, switching

lines, or car ferries. Railroad service and equipment are sufficient to handle any foreseeable contingencies. Ship cargoes can be handled directly to or from railroad cars at the majority of piers and wharves. Numerous carriers operate trucks for local transportation in the Bay Area, a service facilitated by good roads and bridges. A large number of truck lines operate scheduled service between ports in the San Francisco Bay Area and points in California and the western states. Barge lines furnish intraport freight service. There is both continental and overseas air freight service.

Southern California's principal ports include the Los Angeles-Long Beach complex and San Diego. The port of Los Angeles is situated on the western part of San Pedro Bay about 23 miles south of the business center of the city. The port of Long Beach occupies the eastern part of San Pedro Bay about 23 miles south of the business center of the city. The port of Long Beach occupies the eastern part of San Pedro Bay. Inside San Pedro Bay the distance between the entrances of Los Angeles and Long Beach harbors is about 4 miles, and the bay is about 1½ miles wide. It is about 3 3/4 miles from the ocean breakwater entrances to the approximate center of cargo handling facilities in both ports. The port of San Diego is situated on San Diego Bay about 96 miles southeast of Los Angeles and 10 miles north of the border between the United States and Mexico. The bay is about 15 miles long and from 1/4 to 2½ miles wide. The commercial center and facilities for San Diego are on the east and northeast shores of the bay about 6 miles from the entrance.

Southern California's leading industries include aircraft manufacturing oil production and refining, motion picture production, and food processing based on citrus and other agricultural produce. The products of many other diverse light and heavy industries together with chemicals and agricultural products, such as cotton, contribute to the tremendous commercial activity of the area.

The ports of Los Angeles and Long Beach are served by three transcontinental railroads; the Atchison, Topeka and Santa Fe, the Southern Pacific, and the Union Pacific. These provide railroad connections with West Coast ports to the north and south as well as with the rest of the United States, Canada, and Mexico as indicated previously in the description of railroads serving the San Francisco Bay Area. Waterfront facilities are served by interchange through several switching and belt lines. The port of San Diego is served by the Atchison, Topeka and Santa Fe and by the San Diego and Arizona Eastern, a subsidiary of the Southern Pacific. Both carriers serve the commercial waterfront on the eastern side of the harbor, and the latter road serves the western side. Movement of cargo to and from ships is handled in much the same manner as described for the San Francisco Bay Area. A network of good highways and streets facilitates the increasing motor freight traffic serving ports of southern California. There is excellent scheduled air freight and passenger service.

Hawaii: - The State of Hawaii consists of a chain of islands separated from the mainland United States by more than 2,000 miles of the Pacific Ocean. There are five principal islands and three smaller ones. Hawaii

is the largest island, with an area of 4,030 square miles, and Maui, 25 miles northwest of Hawaii, is second in size with an area of 728 square miles. Oahu, the most important island, is third in size and has an area of 604 square miles: it lies about 25 miles northwest of Molokai, which is the smallest of the five principal islands and has an area of 260 square miles. Kauai, 95 miles northwest of Oahu, is fourth in size with an area of 555 square miles. All of the islands are mountainous and of volcanic origin. The highest mountain, snow-capped Mauna Kea, attains a height of 13,784 feet.

Hawaii's natural resources include a strategic location at a crossroads of the Pacific, fertile agricultural land, and a mild temperate climate. The economy is based primarily on the industrialized agricultural crops of sugar and pineapple, an expanding tourist industry, and in providing services to large military installations. Oahu is the center of the Hawaiian economy and claims 84 percent of the retail trade, 93 percent of the wholesale trade, 91 percent of the tourist trade, and nearly 100 percent of business generated by shipping and the military establishments. The port of Honolulu handles about 67 percent of the total commerce of Hawaii, 81 percent of all inbound commerce of the State, and serves as the logistical supply center for the entire island group.

The 1960 census listed the population of the State of Hawaii as 620,385. Of this figure, 76 percent lives on Oahu and 53 percent in the city of Honolulu.

In production, dollar value, and employment, sugar has been Hawaii's greatest export industry for over 80 years with an annual production of

slightly over 1,000,000 tons or about one eighth of the annual U. S. consumption. The pineapple industry is Hawaii's second most important export industry; annual production of 30,000,000 cases of pineapple products a year, being approximately 70 percent of the world's supply. Other outbound shipments include molasses and metal scrap. Inbound overseas cargoes consist principally of petroleum products, general merchandise, lumber, fertilizer, dry bulk and aqua ammonia, automobiles, trucks, machinery, tin plate and semi-finished steel.

Good roads connect the various parts of individual islands with the ports serving them. Local industrial railroads connect some of the ports with plantations or commercial areas served. There is scheduled air freight and passenger service between the mainland and Hawaii.

## GENERAL PORT DATA

The following table is designed to show in tabular form certain characteristics of selected ports whereby easy reference is available on the following topics: location, population, tides, weather data, and size of largest vessel using each port in 1959. These data reflect general information, particularly with reference to channel depths and tides use should be made of official charts and tide tables.

TABLE I
ALASKA, PACIFIC COAST AND HAWAII
GENERAL PORT DATA

| NAME OF PORT | LOCATION | | | | POPULATION 1/ | TIDAL RANGE 2/ | | WEATHER DATA 3/ | | | | | DEEPEST DRAFT VESSEL USING PORT (feet) 4/ | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | TEMPERATURES (Degrees-Fahrenheit) | | | | ANNUAL PRECIPI-TATION (inches) | | |
| | Lat.-°N° | | Long.-°W° | | | Mean (ft.) | Diurnal (ft.) | Average | | Extrems | | | Passenger and/or Dry Cargo | Tanker |
| | o | | o | | | | | Jan. | July | High | Low | | | |
| ALASKA | | | | | | | | | | | | | | |
| Anchorage | 61 | 13 | 149 | 54 | 43,753 | 26.7 | 29.6 | 10 | 56 | 77 | -17 | 16.2 | 22 | 30 |
| Kodiak | 57 | 47 | 152 | 24 | 2,588 | 6.6 | 8.5 | 32 | 53 | 80 | 3 | 51.4 | 22 | 25 |
| Seward | 60 | 06 | 149 | 26 | 1,845 | 8.3 | 10.6 | 23 | 54 | 80 | 1 | 50.2 | 27 | 35 |
| Juneau | 58 | 18 | 134 | 25 | 6,341 | 14.0 | 16.6 | 21 | 56 | 80 | -4 | 102.9 | 19 | 30 |
| Sitka | 57 | 03 | 135 | 20 | 3,226 | 7.7 | 9.9 | 35 | 55 | 74 | 14 | 105.5 | 18 | 30 |
| Wrangell | 56 | 28 | 132 | 23 | 1,311 | 13.7 | 16.1 | 24 | 57 | 78 | 3 | 92.9 | 20 | 18 |
| Ketchikan | 55 | 20 | 131 | 38 | 6,317 | 13.0 | 15.4 | 34 | 59 | 82 | 13 | 178.6 | 24 | 31 |
| PACIFIC COAST | | | | | | | | | | | | | | |
| WASHINGTON | | | | | | | | | | | | | | |
| Bellingham | 48 | 45 | 122 | 30 | 34,388 | 5.2 | 8.6 | 39 | 64 | 90 | 8 | 38.8 | 29 | Less 18 |
| Anacortes | 48 | 31 | 122 | 37 | 8,316 | 4.8 | 8.2 | 42 | 63 | 84 | 10 | 29.4 | 31 | 34 |
| Everett | 48 | 00 | 122 | 13 | 39,898 | 7.4 | 11.1 | 40 | 64 | 86 | 11 | 40.1 | 32 | Less 18 |
| Seattle | 47 | 36 | 122 | 20 | 551,539 | 7.6 | 11.3 | 43 | 65 | 97 | 10 | 37.9 | 35* | 36 |
| Tacoma | 47 | 17 | 122 | 25 | 147,023 | 8.1 | 11.8 | 42 | 65 | 89 | 14 | 41.9 | 31 | 36 |
| Olympia | 47 | 03 | 122 | 54 | 18,057 | 10.5 | 14.4 | 40 | 65 | 97 | 7 | 52.9 | 33 | 26 |
| Port Townsend | 48 | 07 | 122 | 45 | 5,006 | 5.1 | 8.3 | 42 | 64 | 88 | 15 | 21.5 | 27 | 31 |
| Port Angeles | 48 | 07 | 123 | 26 | 12,159 | 4.2 | 7.2 | 40 | 62 | 85 | 14 | 27.5 | 30 | 31 |
| Grays Harbor | - | - | - | - | - | - | - | - | - | - | - | - | 30 | 30 |
| Aberdeen | 46 | 57 | 123 | 48 | 18,317 | 7.8 | 9.9 | 44 | 62 | 96 | 18 | 88.9 | - | - |
| Hoquiam | 46 | 58 | 123 | 54 | 10,589 | - | - | 42 | 61 | 93 | 17 | 79.2 | - | - |
| Willapa Harbor (Raymond) | 46 | 41 | 123 | 44 | 3,302 | 7.8 | 9.9 | 42 | 63 | 92 | 14 | 96.3 | 30 | - |
| Kalama | 46 | 01 | 122 | 51 | 1,083 | * 2.6 | * 3.2 | - | - | - | - | 64.4 | 32 | 32 |
| Longview | 46 | 08 | 122 | 56 | 22,986 | * 3.3 | * 4.0 | 42 | 66 | 93 | 14 | 47.8 | 33 | 32 |
| Vancouver | 45 | 38 | 122 | 41 | 32,080 | * 1.3 | * 1.8 | 41 | 69 | 98 | 14 | 39.9 | 33 | 33 |
| OREGON | | | | | | | | | | | | | | |
| Portland | 45 | 31 | 122 | 40 | 371,042 | * 1.8 | * 2.4 | 43 | 70 | 98 | 18 | 41.6 | 33 | 33 |
| St. Helens | 45 | 52 | 122 | 48 | 4,964 | * 2.0 | * 2.5 | - | - | - | - | - | 32 | - |
| Astoria | 46 | 12 | 123 | 50 | 10,026 | 6.2 | 8.0 | 43 | 62 | 90 | 18 | 85.0 | 32 | 32 |
| Yaquina Harbor (Newport) | 44 | 38 | 124 | 03 | 5,273 | 6.2 | 8.2 | - | - | - | - | - | 24 | - |
| Coos Bay (North Bend) | 43 | 24 | 124 | 13 | 7,119 | 5.6 | 7.3 | 48 | 59 | 80 | 29 | 53.3 | 30 | 29 |
| CALIFORNIA | | | | | | | | | | | | | | |
| Humboldt Bay (Eureka) | 40 | 48 | 124 | 11 | 27,813 | 4.8 | 6.7 | 50 | 56 | 73 | 33 | 29.1 | 29 | 24 |
| San Francisco | 37 | 49 | 122 | 25 | 716,276 | 4.1 | 5.8 | 54 | 60 | 92 | 43 | 12.5 | 34 | 35 |
| Alameda | 37 | 47 | 122 | 16 | 53,606 | 4.7 | 6.4 | (See Oakland) | | | | | - | - |
| Oakland | 37 | 49 | 122 | 20 | 361,057 | 4.5 | 6.2 | 51 | 65 | 99 | 34 | 13.0 | 34 | 32 |
| Richmond | 37 | 55 | 122 | 22 | 71,375 | 4.1 | 5.8 | 53 | 63 | 92 | 34 | 15.5 | 32 | 45 5/ |
| San Pablo Bay (Pinole Point) | 38 | 01 | 122 | 22 | 6,046 | 4.4 | 6.0 | - | - | - | - | - | 33 | 42 5/ |
| Carquinez Strait= | - | - | - | - | - | - | - | - | - | - | - | - | 33 | 42 5/ |
| Crocket | 38 | 03 | 122 | 13 | - | 4.4 | 5.9 | 51 | 73 | 103 | 31 | 12.6 | - | - |
| Napa | - | - | - | - | 21,774 | 5.5 | 7.1 | 50 | 67 | 104 | 27 | 18.6 | - | - |
| Suisun Bay | - | - | - | - | - | - | - | - | - | - | - | - | 33 | 36 5/ |
| Port Chicago | 38 | 03 | 122 | 01 | - | 3.9 | 5.4 | - | - | - | - | - | - | - |
| Pittsburg | 38 | 02 | 121 | 53 | 13,019 | 3.3 | 4.4 | - | - | - | - | - | 33 | - |
| Redwood City | 37 | 32 | 122 | 12 | 45,861 | 6.1 | 7.9 | 52 | 70 | 104 | 32 | 14.7 | 32 | 29 |
| Stockton | 37 | 57 | 121 | 18 | 85,452 | 3.1 | 4.0 | 49 | 77 | 107 | 29 | 13.3 | 33 | 30 |
| Port Huenome | 34 | 09 | 119 | 12 | 10,320 | - | - | - | - | - | - | - | - | - |
| Los Angeles | 33 | 45 | 118 | 15 | 2,150,068 | 3.8 | 5.4 | 60 | 78 | 103 | 43 | 6.2 | 34 | 43 |
| Long Beach | 33 | 46 | 118 | 11 | 329,043 | 3.7 | 5.3 | 59 | 75 | 105 | 40 | 7.0 | 34 | 39 |
| San Diego | 32 | 43 | 117 | 11 | 540,496 | 4.2 | 5.8 | 44 | 74 | 102 | 43 | 5.9 | 32 | 34 |
| HAWAII | | | | | | | | | | | | | | |
| Port Allen | 21 | 54 | 159 | 35 | - | 1.1 | 1.7 | - | - | - | - | - | 34 | 27 |
| Nawiliwili | 21 | 57 | 159 | 21 | - | 1.2 | 1.8 | - | - | - | - | - | 31 | 31 |
| Honolulu | 21 | 18 | 157 | 52 | 290,030 | 1.2 | 1.9 | 73 | 79 | 87 | 61 | 17.8 | 33 | 38 |
| Kahului | 20 | 54 | 156 | 28 | 4,192 | 1.4 | 2.2 | 72 | 79 | 92 | 55 | 21.3 | 32 | 35 |
| Hilo | 19 | 44 | 155 | 04 | 25,634 | 1.6 | 2.4 | 72 | 75 | 90 | 59 | 129.8 | 32 | 35 |
| Kawaihae | 20 | 02 | 155 | 50 | - | 1.4 | 2.1 | - | - | - | - | - | 25 | 25 |

* The data for the ports indicated apply only during low river stages.

1/ Source: Census of Population-1960-Preliminary Reports, Bureau of Census, Department of Commerce.

2/ Range: The mean range is the difference in height between mean high water and mean low water.

The diurnal range is the difference in height between mean higher high water and mean lower low water.

Source: Tide Tables - 1961 - Coast and Geodetic Survey, Department of Commerce.

3/ Source: Annual State Summary's - 1959 - Weather Bureau, Department of Commerce.

4/ Source: Waterborne Commerce of the United States - 1959 - Corps of Engineers, Department of the Army.

5/ Tankers of extreme draft were lightered from anchorages in San Francisco Bay deep water areas prior to proceeding to port.

## PORT ADMINISTRATION

In the management and administration of United States ports there is a wide variation in the powers and duties exerted by local authorities whose activities may vary with the functions performed, the size of the port, its legal jurisdiction and the size of the staff which it employs. In some ports, practically all terminal facilities are owned and operated by railroads or other private interests and the local authority performs only perfunctory administrative and regulatory functions. In the opposite extreme practically all facilities are publicly owned and operated under the control of the port authority.

The activities of some of the port administrative organizations are limited to traffic matters, promotion of business, and certain regulatory work. Others not only build, own and operate wharves, warehouses, grain elevators and similar port facilities directly connected with maritime trade but are engaged in enterprises having only an indirect connection with what is ordinarily considered port operation. Enterprises which some of these bodies are authorized to undertake include the construction and operation of vehicular tunnels and toll bridges, airports, central freight terminals, motor truck terminals and bus terminals.

The classification of ports according to function, political status, and organization is presented on the following table:

TABLE II

CLASSIFICATION OF UNITED STATES PORT AUTHORITIES
BY (A) FUNCTION, (B) POLITICAL STATUS, AND (C) ORGANIZATION

## (A) FUNCTION

### 1. Navigation Agencies

A more common type of port agency is one whose functions relate to navigation into and out of the harbor. Some port authorities, state or local, have the responsibility of establishing the rules and regulations of pilotage and the licensing and selecting of pilots and many of them provide for harbor masters who normally control the movement of vessels to and from berths in the harbors. The usual arrangement for the control of pilotage is to have a state pilotage commission which is appointed by the governor or a local committee or commission which is appointed by the mayor.

### 2. Traffic (trade) Promotion and Protection Agencies

In some ports the matter of promoting trade is dealt with by the port authority's staff members who, as trade specialists, devote most of their time to this task. However, in the larger ports there may be an independent port traffic bureau promoted jointly by the port organization and the local Chamber of Commerce. The matter of trade solicitation is usually carried on in cooperation with the traffic department of the port and includes personal solicitation as well as solicitation by mail with potential users within the port's hinterland. Shippers are reminded of the port's favorable rates, frequency of sailings, and money-saving possibilities and they are urged to contact carriers, terminal operators, freight forwarders and others who will furnish the desired service. Port traffic bureaus attempt to protect the given port city in any adjustment or proposed adjustment of export and import rates relating to competition with other ports.

### 3. Waterfront Administrative Agencies

This category includes those agencies whose functions cover nearly all facets of port administration and who control the waterfront within the particular port and in exceptional cases the area of such jurisdiction may extend along channels beyond the local harbor. There is wide variation in the functions performed by waterfront administrative agencies but some of the more important powers held by many of the ports include the following: Dredging of slips; assignment of berths; leasing of facilities; establishment and collection of charges at public facilities; development of industrial sites; power of eminent domain; development of port, including financing arrangements. Some ports furnish complete terminal services including handling of cargo.

## (B) POLITICAL STATUS

### 1. Local (government) Municipal or County Agencies

Local administration, which is predominate in United States port authorities, includes municipal and/or county port agencies comprised of local officials either appointed or elected who serve as port commissioners.

### 2. District Agencies

A district agency may consist of a portion of a county, several counties, or portions of several counties. It exercises the powers of a port district and consists of members elected by voters of one or more cities and counties in the district. It is authorized to construct, operate, and maintain facilities, equipment or improvements necessary for the operation of the port. Among its other powers may be listed the right to locate, construct, repair and maintain landing places for railroad cars, airports and belt-line railways together with industrial tracks and spurs necessary for the requirements of commerce.

### 3. State Administrative Agencies

A State Administrative agency is established when state interests are involved. Its members are normally appointed by the Governor of the State or elected by the State as a whole. It acts as an agency of the State, often with the rights, powers and immunities incident to corporations and necessary to enable it to carry out the duties and obligations imposed upon it by State law. These usually include the power and authority over the development and operation of port lands and facilities under its jurisdiction, the issuance of bonds to provide for such development, and other authorities tending to promote and regulate the commerce and development of the port as a whole.

### 4. Multiple-State Agencies

Multiple-state agencies are established by two or more states as a result of mutual interest in the development of the metropolitan area with the port area as the focal point. This type agency represents a form of regional government beyond the usual framework of the federal system. The multiple-state agency requires the enactment of parallel legislation between the states and a compact approved by the Congress.

This type agency operates under the direction of Commissioners appointed by the Governor of each state and is usually a self-supporting, non-political regional agency.

## (C) ORGANIZATION

### 1. Governmental Department Agency

The departmental agency may be the executive or commission type of governing organization with wide variations existing in functions performed. The executive type may be a separate departmental agency, such as a "Department of Port Facilities," or be handled by or be an organization part of another departmental agency, such as a "Department of Public Works," staffed exclusively by governmental employees. The Commission type would consist of a number of commissioners appointed by the political entity involved (city or county) to establish policy and oversee the functions and operations of the departmental employees staffing the agency. Such commissions would not be independent in the manner outlined in 2. below.

### 2. Independent Commission

The independent commission has been widely employed by the state governments and many municipalities as a means of regulating public utility industries. The two principal objects in the development of these have been to set up a responsible body which would be largely removed from politics and provide an agency which would combine legislature, judicial, and administrative powers. The rather extensive use of the independent commission type suggests an emphasis upon regulation as a means of bringing about an orderly development and use of the port.

Unlike a public corporation, the independent commission does not have the right to sue and to issue securities under its own corporate name. However, it has extensive powers and functions including the right to acquire land and facilities and to do so by condemnation proceedings if necessary; to plan the physical and economic development of the port; to construct facilities within the port; and in some cases to regulate privately-owned terminals. Some have far-reaching authority and jurisdiction in the development and control of the port.

The members may be elected or appointed by the governor or the mayor. Often nominees are advanced by truck, commerce, steamship and railroad interests. This tends to bring together the specialized knowledge of the several maritime and trade groups in the development and operation of the port.

### 3. Public Corporation (bi-state, state or local).

The public corporation has proved to be even more popular than the independent commission for port administration. It is independent of the political unit, state or local, which created it. As a corporation it may sue and be sued, incur debt, enter contracts under its own seal and issue securities in the name of the corporation.

TABLE II

CLASSIFICATION OF UNITED STATES PORT AUTHORITIES (Continued)
BY (A) FUNCTION, (B) POLITICAL STATUS, AND (C) ORGANIZATION

(A) FUNCTION

4. Transportation Authorities

Several administrative agencies in addition to duties involving port facilities render a degree of jurisdiction over such ancilary facilities as bridges, tunnels, ferries, highways, and inland warehouses in the particular metropolitan area. In some instances power is delegated to the agency to construct, maintain or regulate such facilities.

(B) POLITICAL STATUS

(C) ORGANIZATION

3. Public Corporation (bi-state, state or local) (Continued)

A bi-state corporate body enjoys broad directives for the development of the port areas and the administrative body is a commission appointed by the governor of the states involved. The action of such a body is subject to the veto of the governor of the state in which a proposed activity is to take place.

The state corporation is administered by a commission whose members generally have their terms staggered so as to provide for a continuing body in accordance with usual practice. The governor nominally appoints the members, often from nominations made by local organizations, or they are selected from commercial life.

The local, county or municipal or combination municipal-county corporations are popular in the United States. The local corporate bodies are administered by a Board of Commissioners whose members in the majority of cases are appointed by the local city authorities or Board of Supervisors of the county or they are elected by electors of the port district.

4. Private Corporations

This type of port organization is typified at Richmond, California, where the city owned facilities are operated under lease by the Parr-Richmond Terminal Company. The city maintains and repairs facilities and keeps channels and roads open; the company provides personnel and direction for operating the facilities; revenues are divided according to lease arrangements.

TABLE III
ALASKA, PACIFIC COAST, HAWAII

Port Administration

| State | Name of Port | Name of Organization | Port Classification Key * | Port Official in Charge | Remarks |
|---|---|---|---|---|---|
| ALASKA | | | | | |
| | Anchorage | Port Commission, City of Anchorage | A 1-3, B 1, C 1 | Henry Roloff, Port Manager<br>City Hall<br>Anchorage, Alaska | |
| | (Other Alaskan ports have no centralized port administrative bodies) | | | | |
| WASHINGTON | | | | | |
| | Bellingham | Port of Bellingham | A 1-3, B 2, C 2 | Clarence M. Beal, Manager<br>P. O. Drawer 643<br>Bellingham, Washington | Performs terminal services; also owns and operates Blaine City Wharf on Drayton Harbor, 22 miles northeast of Bellingham |
| | Anacortes | Port of Anacortes | A 1-3, B 2, C 2 | Robert D. Keller, Manager<br>Commercial Dock<br>Anacortes, Washington | Performs terminal services |
| | Everett | Port of Everett | A 1-3, B 2, C 2 | Thomas P. McCutchan, Manager<br>Pier One<br>Everett, Washington | Performs terminal services |
| | Seattle | Port of Seattle | A 1-3, B 2, C 2 | Howard M. Burke, General Manager<br>Bell Street Terminal, Pier 66<br>P. O. Box 1209<br>Seattle 11, Washington | Performs terminal services; Operates Airport |
| | Tacoma | Port of Tacoma | A 1-3, B 2, C 2 | James R. Woodruff, General Manager<br>P. O. Box 1612<br>Tacoma, Washington | Performs terminal services; Grain elevator leased out. |
| | Olympia | Port of Olympia | A 1-3, B 2, C 2 | Duncan F. Stewart, Manager<br>Pier One, Foot of Washington Street<br>P. O. Box 827<br>Olympia, Washington | Performs terminal services; Grain elevator leased out |
| | Port Angeles | Port of Port Angeles | A 1-3, B 2, C 2 | Jack P. Hogan, Manager<br>P. O. Box 771<br>Port Angeles, Washington | Performs terminal services |
| | Grays Harbor | Port of Grays Harbor | A 3, B 2, C 2 | William J. Murphy, Jr., Manager<br>P. O. Box 1100<br>Aberdeen, Washington | Performs terminal services |
| | Willapa Harbor | Port of Willapa Harbor | A 3, B 2, C 2 | James L. Bean, Manager<br>Raymond, Washington | Performs terminal services; Operates Airport |
| | Longview | Port of Longview | A 1-3, B 2, C 2 | Harvey B. Hart, Manager<br>Longview, Washington | Performs terminal services; Grain elevator leased out |
| | Vancouver | Port of Vancouver | A 1-3, B 2, C 2 | Kenneth M. Engebretson, Director<br>P. O. Box 570<br>Vancouver, Washington | Performs terminal services |

TABLE III
ALASKA, PACIFIC COAST, HAWAII

Port Administration (Continued)

| State | Name of Port | Name of Organization | Port Classification Key * | Port Official in Charge | Remarks |
|---|---|---|---|---|---|
| OREGON | | | | | |
| | Portland | Commission of Public Docks of the City of Portland | A 1-3, B 1, C 1 | Thomas P. Guerin, General Manager and Secretary<br>3075 N.W. Front Avenue<br>Portland, Oregon | Performs terminal services; Grain elevator leased out |
| | | The Port of Portland Commission | A 1, B 2, C 3 | John J. Winn, General Manager<br>5848 N. Lagoon Ave., Swan Island<br>P. O. Box 4099, Portland 8, Oregon | Ship Repair Facilities; Operates Airports; Industrial development |
| | Astoria | Port of Astoria | A 1-3, B 2, C 2 | Richard A. Bettendorf, Manager<br>Astoria, Oregon | Performs terminal services; Airport; Flour mill leased out |
| | Coos Bay | Port of Coos Bay Commission | A 3, B 2, C 3 | Robert J. Herrington, Manager-Engineer,<br>P. O. Box 787<br>Coos Bay, Oregon | |
| CALIFORNIA | | | | | |
| | Humboldt Bay | State Board of Harbor Commissioners for Humboldt Bay | A 1-2, B 3, C 2 | Leslie M. Westfall, Secretary-Surveyor<br>P. O. Box 372<br>Eureka, Calif. | |
| | San Francisco | San Francisco Port Authority | A 1-3, B 3, C 2 | Rae F. Watts, Port Director<br>Ferry Building<br>San Francisco, California | Leases out terminal facilities; Belt Line R. R. |
| | Oakland | Board of Port Commissioners, City of Oakland | A 1-3, B 1, C 2 | Dudley W. Frost, Executive Director<br>Grove Street Pier<br>Oakland 7, California | Leases out terminal facilities; Airport; Industrial Development |
| | Alameda | Privately owned facilities | ----- | | |
| | Richmond | City of Richmond<br>(Leased to Private Operator) | ----- | | |
| | Redwood City | Board of Port Commissioners<br>City of Redwood City | A 1-3, B 1, C 2 | M. D. McCarl, Manager<br>P. O. Box 32<br>Redwood City, California | Performs terminal services |
| | Stockton | Port of Stockton | A 1-3, B 2, C 2 | Elmo E. Ferrari, Port Director<br>P. O. Box 2089<br>Stockton, California | Performs terminal services; Belt Line R.R.; Grain elevator; Warehouses, all leased out. |
| | Los Angeles | Board of Harbor Commissioners<br>City of Los Angeles | A 1-3, B 1, C 1 | Bernard J. Caughlin, General Manager<br>P. O. Box 151<br>San Pedro, California | Assigns berths on preferential basis to operators; Warehouses, all leased out. |
| | Long Beach | Board of Harbor Commissioners | A 1-3, B 1, C 3 | Charles L. Wickers, General Manager<br>P. O. Box 570<br>Long Beach, California | Assigns berths to operators; leases out oil fields |

TABLE III
ALASKA, PACIFIC COAST, HAWAII

Port Administration (Continued)

| State | Name of Port | Name of Organization | Port Classification Key * | Port Official in Charge | Remarks |
|---|---|---|---|---|---|
| CALIFORNIA (Cont'd.) | | | | | |
| | San Diego | Harbor Commission, City of San Diego | A 1-3, B 1, C 1 | John F. Bate, Port Director<br>1365 North Harbor Drive<br>P. O. Box 488<br>San Diego 12, California | Certain terminal operations performed by agent under contract; operates Airport |
| | Port Hueneme | Board of Harbor Commissioners for Oxnard Harbor District | A 1-3, B 2, C 2 | Warren T. Lawrence, Manager<br>Dock 1<br>Port Hueneme, California | |
| HAWAII | | Board of State Harbor Commissioners | A 1-3, B 3, C 1 | Harold M. Butzine, General Manager<br>P. O. Box 397, Honolulu 9, Hawaii | The Board constructs and operates all publicly owned facilities - it does not operate freight handling service or equipment. Most of Honolulu's private facilities are owned and operated by Oahu Railway & Land Co. |
| | Port Allen | Board of State Harbor Commissioners | A 1-3, B 3, C 1 | Harbor Master - Capt. C. P. Edgar | |
| | Nawiliwili | Board of State Harbor Commissioners | A 1-3, B 3, C 1 | Harbor Master - Capt. C. P. Edgar | |
| | Honolulu | Board of State Harbor Commissioners | A 1-3, B 3, C 1 | Harbor Master - Capt. A. W. P. Jensen | |
| | Kahului | Board of State Harbor Commissioners | A 1-3, B 3, C 1 | Harbor Master - Capt. S. H. Stein | |
| | Hilo | Board of State Harbor Commissioners | A 1-3, B 3, C 1 | Harbor Master - Capt. W. H. Wickland | |
| | Kawaihae | Board of State Harbor Commissioners | A 1-3, B 3, C 1 | Harbor Master - Capt. W. H. Wickland | |

* For key to port classification by function, political status, and organization, see preceding table.

## FEDERAL SERVICES

The Federal services in Alaskan, Pacific Coast and Hawaiian ports are administered by the various agencies of the United States Government. The Federal Government offers to those engaged in commerce and navigation certain services of an advisory, protective, and regulatory nature. Such services may be a direct activity of the government or furnished through or in cooperation with the activities of state or local governing bodies.

The principal offices of the Federal agencies in the Pacific area are generally located in Juneau, Ketchikan, Seattle, Portland, San Francisco and Honolulu. Organization and policy determinations, however, originate at the departmental level of the respective agencies. Thus, the customs service is provided by the Department of Treasury; quarantine by the Department of Health, Education, and Welfare; immigration and naturalization service by the Department of Justice; passport service by the Department of State; plant and animal quarantine and inspection by the Department of Agriculture; improvement and maintenance of rivers, harbors, connecting channels, and other waterway projects by the Department of the Army; distribution of hydrographic, oceanographic, and aeronautic information by the Department of the Navy; checking ship barometers, interpreting and disseminating weather data by the Weather Bureau, surveying and charting coasts by the Coast and Geodetic Survey, handling maritime affairs by the Maritime Administration, and fostering, promoting and developing foreign and domestic commerce by the Bureau of Foreign Commerce all under the Department of Commerce; and maintenance of buoyage systems and licensing of harbor pilots by the United States Coast Guard (a part of the Treasury Department).

The location and size of the field staffs of the individual agencies vary according to the volume of traffic, size of port and local requirements. In most areas, personnel are subject to call for necessary off-hour duty. At ports located some distance from the main field office, the Federal agencies involved cooperate locally, where an officer of one agency may act for another. With the exception of Stockton, Federal services are available, on call, to ports above San Francisco Bay through agency headquarters at San Francisco. In cooperation with the Departments of State, Agriculture and Justice, the Bureau of Customs represents agencies at Puget Sound ports some distance from their main offices. However, when the volume of traffic demands or when unusual problems are encountered, the individual agencies furnish the required personnel. The United States Coast Guard also enforces laws at outports relating to oil pollution, immigration, quarantine and miscellaneous statutes for other Federal agencies and assists them in the performance of their assigned duties.

While Federal services are provided independently of any local authority, the respective agencies endeavor to maintain liaison with the state and local officials on matters of common interest. At California ports for example, the state and county agriculture agents are designated by the Department of Agriculture's field office as Federal collaborators on plant and animal inspection and quarantine. The District offices of the Corps of Engineers are responsible for dredging the channels and cooperate with the pier occupant, who is responsible for dredging his own slips. The Passport Division of Department of State is assisted by Federal and State

courts in processing applicants for passports. Policing the port is a dual function of the local harbor police and United States Coast Guard.

As a result of the Federal government-provided services, a certain uniformity of operation in all United States ports has been established. Every ship captain is required to clear his ship at local customs office before every sailing and after each arrival. The clearing consists of seeing that all ship regulatory formalities, such as customs, bill of health, inspection, quarantine and other Federal regulations are in order. In case any legal formalities have not been complied with, the ship may be detained.

The functions of the Federal agencies exercising jurisdiction over waterborne commerce, passengers, and vessels at Alaskan, Pacific Coast and Hawaiian ports are summarized below.

Bureau of Customs, Department of the Treasury. - The Bureau of Customs administers powers and duties vested in the Secretary of the Treasury pertaining to the importation and entry of merchandise into and the exportation of merchandise from the United States, and to the regulation of certain maritime activities.

The Bureau handles the registry, enrollment, and licensing of vessels; admeasurement of vessels; collection of tonnage taxes; entrance and clearance of vessels and aircraft; regulation of vessels in the coasting and fishing trades; use of foreign vessels in the territorial waters of the United States; recording of mortgages and sales of vessels; protection of steerage passengers; and the remission and mitigation of fines, penalties and forfeitures incurred under the laws governing these matters.

In connection with the export control program, the Bureau of Customs is charged with inspection of all export declarations and permits presented as a prerequisite to export in order to insure compliance with the licensing provisions of government agencies to prevent the exportation of controlled materials not under proper license or permit.

The Bureau examines, on behalf of the State Department, passports of American citizens departing from the United States for certain foreign countries. The Bureau also cooperates with the Department of Agriculture in connection with restrictions on the importation of certain foods.

United States Coast Guard, Department of the Treasury. - The functions of the U. S. Coast Guard as the Federal maritime police, embrace in general terms, maritime law enforcement, saving and protecting life and property, and safeguarding navigation on the high seas and navigable waters of the United States.

The U. S. Coast Guard is empowered to enforce any law of the United States upon its navigable waters and high seas. Its duties include the prevention of smuggling and the enforcement of customs, navigation and other laws governing the operation of marine craft. It enforces laws relating to oil pollution, immigration, quarantine and miscellaneous statutes for other Federal departments and assists them in the performance of their assigned duties.

The U. S. Coast Guard through the Captain of the Port enforces rules and regulations governing the anchorage and movements of vessels and exercises supervision over the loading and unloading of explosives and other dangerous cargoes by vessels in the harbor and adjacent waters.

It collects merchant vessel statistics and investigates marine disasters; approves plans for construction, repair and alteration of vessels; approves materials, equipment and appliances used in construction and operation of vessels; inspects vessels and their equipment and appliances and issues certificates of inspection and permits for vessel operations which may be hazardous to life and property; administers load line requirements; controls log books, numbers undocumented vessels; licenses and certificates officers, pilots and seamen; suspends and revokes licenses and certificates of merchant seamen; superintends shipment, discharge, protection and welfare of merchant seamen; and licences motor operators. The U. S. Coast Guard maintains and operates all lights and other navigation aids in navigable channels of the United States.

Corps of Engineers, Department of the Army. - The Corps of Engineers under the direction of the Department of Defense and the Chief of Engineers, Department of the Army administers all matters relating to construction, maintenance, and real estate necessary for the improvement of rivers, harbors, and waterways for navigation, flood control, and shore protection; and administers the laws for the protection and preservation of the navigable waters of the United States.

Hydrographic Office, Department of the Navy. - The mission of the Hydrographic Office is to collect, evaluate, compile, produce, and distribute accurate and timely hydrographic, oceanographic, and aeronautical information. These include nautical and aeronautical charts, sailing directions, naval air pilots, and related charts and publications

calculated to afford the maximum possible navigational safety and facility to vessels of the Navy and Merchant Marine, and to naval aircraft operating over areas of strategic interest to the Navy.

Bureau of Entomology and Plant Quarantine, Department of Agriculture. - The duties of this agency include the enforcement of quarantines and restrictive orders to prevent entry into the United States of dangerous plant pests and to regulate the importation of nursery stock, fruits, vegetables, cotton, and other plants, and plant products likely to carry pests; also, the inspection and certification as to freedom from injurious pests and diseases of plants and plant products intended for export.

Inbound vessels may be boarded by inspectors of the Bureau at any time or place, after clearance by the Department of Health, Education and Welfare, for inspection and certification of freedom from injurious pests and diseases of plants and plant products.

Bureau of Animal Industry, Department of Agriculture. - The Bureau deals with the prevention, control, and eradication of animal diseases and parasites, conducts research on the production of livestock and their products, performs inspection duties, and otherwise seeks to protect and develop the livestock, meat, poultry, and related industries. Inspection for compliance with Bureau regulations is usually made upon arrival of vessel at dock.

Immigration and Naturalization Service, Department of Justice. - This Service administers the immigration and naturalization laws relating

to the admission, exclusion, and deportation of aliens, and the naturalization of aliens lawfully resident in the United States. Vessels are responsible for all aliens until they are granted entry and in case this is refused, the vessel is responsible for their return to ports of embarkation.

Public Health Service, Department of Health, Education and Welfare. - The Public Health Service, through its Bureau of Medical Services, is charged with matters pertaining to the protection and improvement of public health. In order to prevent the introduction of disease from abroad the Bureau conducts the national maritime quarantine activities, makes physical examination of immigrants and inspects passengers and crews of vessels and airplanes arriving from foreign ports and domestic points when necessary to prevent the spread of communicable disease. It also provides hospital and out-patient care to merchant seamen and other Federal beneficiaries.

Vessels are given free pratique when health conditions on board are found to be satisfactory and fumigation is not required, but most vessels from the Orient are given provisional pratique and fumigated after the discharge of cargo. Vessels upon which quarantinable diseases are found may be remanded to a designated detention station.

Passport Division, Department of State. - Passport Division offices discharge the Department's responsibilities in relation to the control of American citizens and nationals leaving and entering territory under United States jurisdiction.

Applications for passports are made before a clerk of a Federal court or a State court authorized by law to naturalize aliens, or before an agent of the Passport Division. Applicants must furnish a previous issued passport or birth certificate and a witness who has known the applicant at least five years and who is known to the clerk or agent or who can definitely establish his or her identity.

Weather Bureau, Department of Commerce. - The Weather Bureau is responsible for observing and interpreting weather data; preparing and disseminating weather forecasts and warnings; and for organizing and operating specialized air and maritime weather services.

A general public weather service of daily weather bulletins, forecasts, warnings, and advices for agriculture, business, commerce, and industry is provided through field stations. The information furnished is based on state-by-state forecasts issued from district forecast centers and is adjusted to local areas by local weather offices. The international air routes are served by specialized forecasting and pilot briefing services, with special attention to trans-Pacific flights.

The marine meteorological service collects weather observations from vessels at sea, and supplies bulletins of weather reports, forecasts, and storm warnings for surface shipping. Marine sections of the main field offices also perform marine barometer checks.

Coast and Geodetic Survey, Department of Commerce. - The functions of the Coast and Geodetic Survey include surveying and charting the coasts of the United States and its possessions to insure the safe navigation of

coastal and intracoastal waters; the study of tides and currents; compilation of aeronautical charts to meet the needs of pilots of aircraft; and the observation of the earth's magnetism to furnish magnetic information essential to the mariner, aviator, land surveyor, and radio engineer. The various data issued include nautical and aeronautical charts; annual tables of predicted tides and currents; charts showing magnetic declination; and Coast Pilots which supplement the nautical charts with information relative to anchorages, port facilities, and sailing directions.

Maritime Administration, Department of Commerce. - The Maritime Administration is under the direction of the Maritime Administrator. He also serves as chairman of the three-member Federal Maritime Board with regulatory and other responsibilities in connection with the maritime affairs of the United States.

The Maritime Administration determines what ocean services are necessary for the development and maintenance of the foreign commerce of the United States and what vessel types are required to provide such service; as a service to the Federal Maritime Board, it investigates and reports on foreign and United States vessel construction and operating costs, foreign merchant marine subsidy practices, and national defense features required for installation on merchant vessels. It also administers Federal Maritime Board subsidy and other contracts and constructs, remodels, reconditions, sells, and charters vessels.

Maintenance of the national defense reserve fleet and stand-by shipyards, operation of certain Government-owned warehouses and marine

terminals, and operation of the national merchant marine training program are also among the Administration's responsibilities.

In the field of port development, the Administration investigates regions tributary to ports, taking into consideration the economics of transportation by rail, water, and highway and the natural direction of the flow of commerce; analyzes congestion of ports and the applicable remedies; devises types of marine terminals and their equipment; advises with co communities regarding proper location and plan of wharves, piers, and marine terminals, and examines the practicability and advantages of harbor and port improvements.

Bureau of Foreign Commerce, Department of Commerce. - The Bureau of Foreign Commerce fosters and promotes the foreign trade of the United States. To this end it provides foreign trade information both to the Government and to the business community, exercises export control authority so as to serve foreign policy and national security objectives, cooperates with other countries in the solution of trade and exchange problems, maintains detailed information on foreign firms and individuals engated in international trade, brings specific trade opportunities to the attention of United States exporters and importers, and helps in resolving trade disagreements between United States and foreign businessmen.

TABLE IV
ALASKA, PACIFIC COAST AND HAWAII
Availability of Federal Services
at Individual Ports

| Port | DEPARTMENT OF THE TREASURY | | DEPARTMENT OF DEFENSE | |
|---|---|---|---|---|
| | | | DEPARTMENT OF THE ARMY | DEPARTMENT OF THE NAVY |
| | Bureau of Customs | U. S. Coast Guard | Corps of Engineers | Navy Hydrographic Office |
| ALASKA | | | | |
| Anchorage | International Airport, Anchorage | None | P. O. Box 7002, Anchorage | Publications available at Seattle |
| Juneau | Federal Bldg., 4th & Main Sts., Juneau | P. O. Box 2631, Juneau | Under jurisdiction of Anchorage | do |
| Ketchikan | Federal Building, Ketchikan | P. O. Box 1719, Ketchikan | do | do |
| Kodiak | Deputy Collector of Customs, Kodiak | Kodiak Naval Station, Kodiak | do | do |
| Seward | None | None | do | do |
| Sitka | U. S. Post Office and Custom House Lincoln Street, Sitka | Mt. Edgecumbe | do | do |
| Wrangell | U. S. Post Office and Custom House Box 561, Wrangell | Officer in Charge, Petersburg | do | do |
| NORTHWEST PACIFIC | | | | |
| WASHINGTON | | | | |
| Bellingham | Federal Building, Bellingham | Officer in Charge 19 Squalicum Pill, Bellingham | Under jurisdiction of Seattle | Publications available at Seattle |
| Anacortes | Post Office Building, Anacortes | None | do | do |
| Everett | Federal Building, Everett | None | do | do |
| Seattle | 909 - 1st Street, Seattle | 2815 Alaskan Way, Seattle | 1519 S. Alaskan Way, Seattle | Publication Agents: 1324 - 2nd Ave., 1020 - 3rd Ave., 2313 - 3rd Ave. Seattle |
| Tacoma | Federal Building, Tacoma | Municipal Dock, Tacoma | Under jurisdiction of Seattle | Publication Agent: 111-S. 10th St. Tacoma |
| Olympia | Port Dock, Olympia | None | do | Publications available at Tacoma |
| Port Townsend | Post Office Bldg., Washington St., Port Townsend | Officer in Charge, P. O. Box 586, Port Townsend | do | Publications available at Seattle |
| Port Angeles | Federal Bldg., Port Angeles | P. O. Building, Port Angeles | do | do |
| Gray's Harbor<br>Aberdeen<br>Hoquiam | Federal Building, Aberdeen<br>do | Coast Guard Station (Westport)<br>do | do<br>do | Publications available at Tacoma<br>do |
| Willapa Harbor<br>Raymond<br>South Bend | Post Office Bldg., Raymond<br>do | None<br>None | Under jurisdiction of Seattle<br>do | Publications available at Seattle<br>do |

TABLE IV
ALASKA, PACIFIC COAST AND HAWAII
Availability of Federal Services
at Individual Ports (Continued)

| Port | DEPARTMENT OF THE TREASURY | | DEPARTMENT OF DEFENSE | |
|---|---|---|---|---|
| | | | DEPARTMENT OF THE ARMY | DEPARTMENT OF THE NAVY |
| | Bureau of Customs | U. S. Coast Guard | Corps of Engineers | Navy Hydrographic Office |
| WASHINGTON (con'd.) | | | | |
| Kalama | Served by Longview | None | do | do |
| Longview | Federal Building, Longview | None | do | do |
| Vancouver | Served by Longview | U. S. Coast Guard Depot<br>General Delivery, Vancouver | do | do |
| OREGON | | | | |
| Portland | Custom House, 220 N.W. 8th Ave.,<br>Portland | Lincoln Building,<br>208 S. W. 5th Ave. | 628 Pittock Block, S. W.<br>10th Ave. & Washington St., Portland 5 | Publication Agent: 213 Southwest<br>Washington St., Portland 4 |
| St. Helens | Served by Longview | None | Under jurisdiction of Portland | Publications available at Portland |
| Astoria | Post Office and Custom House,<br>Astoria | Tongue Point, Astoria | do | do |
| Yakima Harbor | P. O. Box 277, Newport | Naterline Boulevard, Newport | do | do |
| Coos Bay<br>North Bend | Federal Building, Coos Bay | Officer in Charge, Coos Bay | do | do |
| CALIFORNIA | | | | |
| Humboldt Bay<br>Eureka<br>Crescent City | Federal Building, Eureka<br>do | Officer in Charge,<br>Fields Landing | Under jurisdiction of San Francisco<br>do | Publications available at San Francisco<br>do |
| San Francisco | Custom House, 555 Battery Street | Pier 45½, and 630 Sansome,<br>San Francisco | 630 Sansome, San Francisco | 630 Sansome, San Francisco<br>Publication Agents: 356 California St. |
| Alameda | Encinal Terminals Wharf | Government Island, Alameda; Pier 45½<br>and 630 Sansome, San Francisco | Under jurisdiction of San Francisco | 510 Battery Street; 27 Main St.,<br>San Francisco |
| Oakland | Grove Street Pier, Oakland | do | do | Publications available at San Francisco |
| Richmond | Served by San Francisco | 630 Sansome, San Francisco | do | do |
| San Pablo Bay<br>Pinole Point<br>Hercules | do<br>do | do<br>do | do<br>do | do<br>do |
| Carquinez Straits<br>Crockett<br>Napa | Served by San Francisco<br>do | Served by San Francisco<br>do | Under jurisdiction of San Francisco<br>do | Publications available at San Francisco<br>do |
| Suisun Bay<br>Port Chicago<br>Pittsburg | do<br>do | do<br>do | 1209 Eighth Street, Sacramento 8<br>do | do<br>do |
| Redwood City | do | do | Under jurisdiction of San Francisco | do |

TABLE IV
ALASKA, PACIFIC COAST AND HAWAII
Availability of Federal Services
at Individual Ports (Continued)

| Port | DEPARTMENT OF THE TREASURY | | DEPARTMENT OF DEFENSE | |
|---|---|---|---|---|
| | Bureau of Customs | U. S. Coast Guard | DEPARTMENT OF THE ARMY<br>Corps of Engineers | DEPARTMENT OF THE NAVY<br>Navy Hydrographic Office |
| CALIFORNIA (con'd.) | | | | |
| Stockton | Port of Stockton with services from San Francisco | 401 N. Center | Under jurisdiction of Sacramento | Publications available at San Francisco |
| Port Hueneme | Served by San Francisco | P. O. Box 47, Port Hueneme | Under jurisdiction of Los Angeles | do |
| Los Angeles | 354 So. Spring St., Los Angeles; and Custom House, 825 So. Beacon, San Pedro | Served by Long Beach | 751 So. Figueroa, Los Angeles | 1600 San Pedro Road, Wilmington |
| Long Beach | Served by Los Angeles | 298 So. Pico, Long Beach | Under jurisdiction of Los Angeles | Publications available at Wilmington |
| San Diego | 325 West "F" Street | Lindbergh Field, P. O. Box 1389 San Diego 12 | do | do |
| HAWAII | | | | |
| Port Allen | Standard Oil Co. of Calif. Bldg. Port Allen, Eleele, Hawaii | None | Under jurisdiction of Honolulu | Publications available at Honolulu |
| Honolulu | Federal Bldg., King and Richard Sts., Honolulu | Sand Island, P. O. Box 499 Honolulu, Oahu | Bldg. 96, Fort Armstrong, Honolulu 13 | Kamehameha Highway, Annex Bldg. 31 Honolulu |
| Kahului | U.S. Coast Guard Bldg., Kahului | U.S. Coast Guard Bldg., Kahului | Under jurisdiction of Honolulu | Publications available at Honolulu |
| Hilo | U.S. Customs Warehouse, Hilo | Coast Guard Group P. O. 1417, Hilo | Do | do |
| Kawaihae | Served by Honolulu | None | do | do |

TABLE IV
ALASKA, PACIFIC COAST AND HAWAII
Availability of Federal Services
at Individual Ports (Continued)

| PORT | DEPARTMENT OF COMMERCE | | | |
|---|---|---|---|---|
| | WEATHER BUREAU | COAST AND GEODETIC SURVEY | MARITIME ADMINISTRATION | FIELD SERVICE BUREAU OF FOREIGN COMMERCE |
| ALASKA | | | | |
| Anchorage | International Airport, Anchorage | 315 Central Building, Anchorage | Served by Seattle | Served by Seattle |
| Juneau | Juneau Airport | Served by Seattle | do | do |
| Ketchikan | Marine Supervisors and weather data furnished by Anchorage | do | do | do |
| Kodiak | do | do | do | do |
| Seward | do | do | do | do |
| Sitka | do | Magnetic Observatory, Sitka | do | do |
| Wrangell | do | do | do | do |
| NORTHWEST PACIFIC | | | | |
| WASHINGTON | | | | |
| Bellingham | Marine Supervisors and weather data furnished by Seattle | Served by Seattle | Served by Seattle | Served by Seattle |
| Anacortes | do | do | do | do |
| Everett | do | do | do | do |
| Seattle | Federal Building, Seattle, 4 | Federal Office Building, Seattle, Washington | Alaska Building, Seattle, Wash. | Federal Office Building, Seattle 4, Wash. |
| Tacoma | Marine Supervisors and weather data furnished by Seattle | Served by Seattle | Served by Seattle | Served by Seattle |
| Olympia | Municipal Airport, Olympia | do | Reserve Fleet, Port of Olympia Fill | do |
| Port Townsend | Marine Supervisors and weather data furnished by Seattle | do | Served by Seattle | do |
| Port Angeles | do | do | do | do |
| Grays Harbor<br>Aberdeen )<br>Hoquiam ) | do | do | do | do |
| Willapa Harbor<br>Raymond<br>South Bend | Marine Supervisors and weather data furnished by Seattle | Served by Seattle<br>do | Served by Seattle<br>do | Served by Seattle<br>do |
| Kalama | do | do | do | do |
| Longview | do | do | do | do |
| Vancouver | do | do | do | do |

TABLE IV
ALASKA, PACIFIC COAST AND HAWAII
Availability of Federal Services
at Individual Ports (Continued)

| | DEPARTMENT OF COMMERCE | | | |
|---|---|---|---|---|
| | WEATHER BUREAU | COAST AND GEODETIC SURVEY | MARITIME ADMINISTRATION | FIELD SERVICE BUREAU OF FOREIGN COMMERCE |
| OREGON | | | | |
| Portland | Custom House Building, Portland | U. S. Courthouse, Portland | 811 NE Oregon Street, Portland | 520 SW Morrison Street, Portland |
| St. Helens | Marine supervisors and weather data furnished by Portland | Served by Portland | Served by Portland | Served by Portland |
| Astoria | Clatsop County Airport, Astoria, Oregon | do | do | do |
| Yakina Harbor | Marine Supervisors and weather data furnished by Portland | do | do | do |
| Coos Bay | | | | |
| North Band | do | do | do | do |
| CALIFORNIA | | | | |
| Humboldt Bay | | | | |
| Eureka | Weather Bureau Office, Eureka, California | Served by San Francisco | Served by San Francisco | Served by San Francisco |
| Crescent City | do | do | do | do |
| San Francisco | Custom House, 555 Battery St., San Francisco | 555 Battery St., San Francisco | 180 New Montgomery Street San Francisco | 555 Battery, San Francisco |
| Alameda | Marine Supervisors and weather data furnished by San Francisco | Served by San Francisco | Served by San Francisco | Served by San Francisco |
| Oakland | Oakland Municipal Airport, Oakland | do | do | do |
| Richmond | Marine supervisors and weather data furnished by San Francisco | do | do | do |
| San Pablo Bay | | | | |
| Pinole Point | do | do | do | do |
| Hercules | do | do | do | do |
| Carquinez Straits | | | | |
| Crockett | Marine supervisors and weather data furnished by San Francisco | Served by San Francisco | Served by San Francisco | Served by San Francisco |
| Napa | do | do | do | do |
| Suisun Bay | | | | |
| Port Chicago | do | do | do | do |
| Pittsburg | do | do | do | do |
| Redwood City | do | do | do | do |
| Stockton | do | do | do | do |
| Port Hueneme | do | do | do | do |

TABLE IV
ALASKA, PACIFIC COAST AND HAWAII
Availability of Federal Services
at Individual Ports (Continued)

| PORT | DEPARTMENT OF COMMERCE | | | |
|---|---|---|---|---|
| | WEATHER BUREAU | COAST AND GEODETIC SURVEY | MARITIME ADMINISTRATION | FIELD SERVICE BUREAU OF FOREIGN COMMERCE |
| CALIFORNIA (con'd.) | | | | |
| Los Angeles | Port Office Building, Los Angeles 12, and Los Angeles International Airport | 312 N. Spring Street, Los Angeles | Served by San Francisco | 1031 Broadway, Los Angeles |
| Long Beach | do | Served by Los Angeles | do | Served by Los Angeles |
| San Diego | Lindbergh Municipal Airport and Los Angeles | do | do | do |
| HAWAII | | | | |
| Port Allen | Marine supervisors and weather data furnished by Honolulu | Served by Honolulu | do | Served by San Francisco |
| Honolulu | Pier 2, Honolulu & International Airport | Federal Building, Honolulu | do | do |
| Kahului | Marine supervisors and weather data furnished by Honolulu | Served by Honolulu | do | do |
| Hilo | do | do | do | do |
| Kawaihae | do | do | do | do |

TABLE IV
ALASKA, PACIFIC COAST AND HAWAII
Availability of Federal Services
at Individual Ports (Continued)

| Port | DEPARTMENT OF AGRICULTURE (Agricultural Research Service) | | DEPARTMENT OF JUSTICE | DEPARTMENT OF HEALTH, EDUCATION & WELFARE | DEPARTMENT OF STATE |
|---|---|---|---|---|---|
| | Plant Quarantine Division | Animal Inspection & Quarantine | Immigration & Naturalization Service | Bureau of Medical Services (Quarantine) | Passport Division |
| ALASKA | | | | | |
| Anchorage | Box 6-1144, International Airport | Box 6-1144, International Airport | 545 East 4th St., Anchorage | Edna C. Thompson, R.N., 3603 Susitna View | 1/ |
| Juneau | 1/ | Dr. F. S. Hensinger, P. O. Box 2173, Juneau | Federal Office Bldg., 4th Street, Juneau | Dr. J. O. Rude, Box 2627 | 1/ |
| Ketchikan | 1/ | 1/ | 208 Federal Bldg., Mission & Stedman Sts., Ketchikan | Drs. R.W. Carr - Louis Salazar Box 359 | 1/ |
| Kodiak | 1/ | 1/ | Exchange with Customs Officer locally | | 1/ |
| Seward | None | None | Detailed from Anchorage | Services available from Anchorage | None |
| Sitka | 1/ | 1/ | Exchange with Customs Officer locally | None. Negotiating for contract physician | 1/ |
| Wrangell | 1/ | 1/ | Exchange with Customs Officer locally | Drs. R.W. Carr - Louis Salazar Box 359, Ketchikan | 1/ |
| NORTHWEST PACIFIC WASHINGTON | | | | | |
| Bellingham | 2/ | 2/ | P.O. Bldg., Magnolia & Cornwall Sts., Bellingham | Dr. E. L. Brinson, 1800 "C" St. | 2/ |
| Anacortes | 2/ | 2/ | P. O. Bldg. 6th & Commercial Sts., Anacortes | Services available from Seattle | 2/ |
| Everett | 2/ | 2/ | 2/ | do | 2/ |
| Seattle | Federal Office Bldg., Seattle | Federal Office Bldg., Seattle | 815 Airport Way, Seattle | Federal Office Bldg., Seattle | 1410 5th Ave., Seattle |
| Tacoma | 2/ | 2/ | P. O. Bldg., 11th & A Sts., Tacoma | Services available from Seattle | 2/ |
| Olympia | 205 Union Ave., Olympia and P. O. Box 1163 | 205 Union Ave., Olympia, and P. O. Box 1163 | 2/ | do | 2/ |
| Port Townsend | Served by Seattle | Served by Seattle | Detailed from Seattle | do | 2/ |
| Port Angeles | 2/ | 2/ | P. O. Bldg., 1st & Oak Sts., Port Angeles | do | 2/ |

TABLE IV
ALASKA, PACIFIC COAST AND HAWAII
Availability of Federal Services
at Individual Ports (Continued)

| Port | DEPARTMENT OF AGRICULTURE (Agricultural Research Service) | | DEPARTMENT OF JUSTICE | DEPARTMENT OF HEALTH, EDUCATION & WELFARE | DEPARTMENT OF STATE |
|---|---|---|---|---|---|
| | Plant Quarantine Division | Animal Inspection & Quarantine | Immigration & Naturalization Service | Bureau of Medical Services (Quarantine) | Passport Division |
| WASHINGTON (con'd.) | | | | | |
| Grays Harbor | | | | | |
| Aberdeen | 2/ | 2/ | P. O. Bldg., 2nd & G Sts., Aberdeen | Dr. J. A. Baker, 700 Becker Bldg., Aberdeen | 2/ |
| Hoquiam | do | do | do | do | do |
| Willapa Harbor | | | | | |
| Raymond | 2/ | 2/ | 2/ | Dr. J. C. Proffitt 912 W. Water St., South Bend | Served by Customs Bureau at Raymond. |
| South Bend | 2/ | 2/ | 2/ | do | |
| Kalama | 2/ | 2/ | 2/ | Services available from Seattle | Served by Customs Bureau at Longview |
| Longview | 2/ | 2/ | 2/ | Services available from Portland | do |
| Vancouver | 2/ | 2/ | 2/ | do | do |
| OREGON | | | | | |
| Portland | Old U.S. Courthouse, Portland | Dr. A. G. Beagle, Agricultural Bldg., Salem | 333 U. S. Courthouse, Broadway & Main Sts., Portland | U. S. Courthouse, Portland | Served by Customs Bureau, at Portland |
| St. Helens | | | | Services available from Portland | do |
| Astoria | Served by Portland | Served by Portland | Detailed from Portland | do | do |
| Yakina Harbor | do | do | do | do | do |
| Coos Bay | do | do | do | Dr. H. N. McKeown, 510 Hall Bldg. | |
| CALIFORNIA | | | | | |
| Humboldt Bay | | | | | |
| Eureka | 833 Sixth Street | 833 Sixth Street | Federal Bldg., Eureka | Dr. B. E. Kitchen, 604 Harris St. Dr. S. R. Butt, 716 Harris St. | Served by San Francisco and Customs Bureau |
| Crescent City | 3/ | 3/ | Detailed from Eureka | Services available from Eureka | do |
| San Francisco | 2 Agriculture Bldg. Ft of Hission San Francisco | Dr. J.W. Connelly, 630 Sansome St. | 630 Sansome Street San Francisco | Foot of Hyde Street, San Francisco | 375 O'Farrell St. San Francisco |
| Alameda | do | do | Detailed from San Francisco | Services available from San Francisco | Served by San Francisco |
| Oakland | do | do | do | do | Served by San Francisco |
| Richmond | do | do | do | do | do |

TABLE IV
ALASKA, PACIFIC COAST AND HAWAII
Availability of Federal Services
at Individual Ports (Continued)

| | DEPARTMENT OF AGRICULTURE (Agricultural Research Service) | | DEPARTMENT OF JUSTICE | DEPARTMENT OF HEALTH, EDUCATION & WELFARE | DEPARTMENT OF STATE |
|---|---|---|---|---|---|
| | Plant Quarantine Division | Animal Inspection & Quarantine | Immigration & Naturalization Service | Bureau of Medical Services (Quarantine) | Passport Division |
| CALIFORNIA (con't.) | | | | | |
| San Pablo Bay | | | | | |
| Pinole Point | 1/ | 1/ | Detailed from San Francisco | Services available from San Francisco. | Served by San Francisco |
| Hercules | 2/ | 2/ | do | | do |
| Carquinez Straits | | | | | |
| Crockett | 1/ | 1/ | do | do | do |
| Napa | 2/ | 2/ | do | do | do |
| Suisun Bay | | | | | |
| Port Chicago | 1/ | 1/ | do | do | do |
| Pittsburg | 2/ | 2/ | do | do | do |
| Redwood City | 1/ | 1/ | do | do | do |
| Stockton | 1868 East Hazelton Ave., Stockton | 1868 East Hazelton Ave., Stockton | Belding Bldg., Stockton | do | do |
| Port Hueneme | 434 H Street, Oxnard | 434 H Street, Oxnard and local agents | | Dr. A. H. Crites, Medical Center | do |
| Los Angeles | Ferry Bldg., San Pedro | U.S. Post Office & Court House Bldg., Los Angeles | Terminal Island, San Pedro | Dr. A. R. Dahlgren U.S. Quarantine Station Terminal Island, San Pedro | 500 S. Figueroa, Los Angeles |
| Long Beach | Ferry Bldg., San Pedro | Ferry Bldg., San Pedro | Furnished by San Pedro Office | None | Served by Los Angeles |
| San Diego | Broadway Pier, San Diego | Dr. J. W. Connelly U.S. Navy Provision Pier San Diego | 325 West F Street San Diego | Dr. G. Van Dyke U.S. Quarantine Station San Diego | 240 West Broadway San Diego |
| HAWAII | | | | | |
| Port Allen | Served by Honolulu | Served by Honolulu | Detailed from Honolulu | Dr. W. W. Goodhue, Eleele, Kauai, Hawaii (contract) | Served by Honolulu |
| Honolulu | Federal Bldg., Honolulu | Federal Bldg., Honolulu | 595 Ala Moana Bldg. Honolulu, Hawaii | Federal Bldg., Honolulu | Federal Building, Honolulu |
| Kahului | Served by Honolulu | Served by Honolulu | Detailed from Honolulu | Dr. W. B. Patterson, 1883 Mill, Wailuku, Hawaii (contract) | Served by Honolulu |
| Hilo | P. O. Box 1761, Hilo | P. O. Box 1761, Hilo | do | Dr. W. N. Bergin, P. O. Box 606, Hilo, Hawaii (contract) | do |
| Kawaihae | Served by Honolulu | Served by Honolulu | do | Dr. B. M. Eveleth, P.O. Box 98 Kohala, Hawaii (contract) | do |

1/ Bureau of Customs, Dept. of the Treasury represents other Federal Services
2/ Bureau of Customs, Dept. of the Treasury represents other Federal Services. When volume of traffic or problems encountered demands, agencies furnish personnel from Seattle
3/ State and County Agriculture Agents are designated as Federal collaborators. When volume of traffic or problems encountered demands, agencies furnish personnel from San Francisco.

## PORT AND TERMINAL RATES, SERVICES AND CHARGES

With the issuance of this volume of the Port Series, an attempt has been made to show in tabular form the principal charges applying against the cargo in addition to charges against the vessel at selected Alaskan, Pacific Coast and Hawaiian ports. Data extracted from applicable tariffs has been restricted to the classification "Miscellaneous Cargo, N.O.S." in order to show variations, if any, in the application of rates and charges between areas. The figures expressed in the tables which follow are representative only and do not necessarily apply to specific situations.

Irrespective of minor cost variations depicted in the tables the fact remains that it is generally considered in the port industry that the public ports and terminal operators on the Pacific Coast have achieved a harmony and uniformity in their rates and practices unmatched among wharfinger operators elsewhere in the United States. Such uniformity is mainly due to the creation of associations of terminal operators whereby agreements have been reached under permission granted by Section 15 of the Shipping Act of 1916. In March of 1939, terminal operators both public and private, of Oregon and Washington formed the Northwest Marine Terminal Association, which was followed in June of 1940 by the formation of the California Association of Port Authorities comprising both public and private terminal operators in the State of California. Each of these groups filed agreements which were subsequently approved by the U. S. Maritime Commission, predecessor agency to the Federal Maritime Board - Maritime Administration. The objectives of these mutual agreements are reflected in the development and promotion of fair and honorable business practices, to more adequately serve the interests of the

shipping public and to establish and maintain, just and reasonable and, as far as practicable, uniform terminal rules, charges, classifications, regulations and practices. The individual port, however, reserved unto itself the right of special treatment of cargoes originating within its immediate vicinity.

It should be noted that a major difference in operational methods existed for many years between the ports of Washington and Oregon, on the one hand, and the ports of California on the other. In Northwest Pacific ports, the terminal operators traditionally held unto themselves the handling function which is the movement of cargo between place of rest on the pier and ship's tackle or vice versa. The stevedore's responsibility in such cases extended solely from ship's tackle into and out of the hold. In California, however, the stevedore contracts for the entire movement between place of rest on the pier and ship's hold. Effective July 1, 1957, two of the Northwest ports, Seattle and Portland, withdrew as handling operators and discontinued publishing handling rates in their respective tariffs, therefore, rates for these two ports shown on the Handling Table are those prescribed by private handlers and published in the Northwest Cargo Handling Tariff No. 1 and not by the public port authorities.

Mention should also be made of the practice on the Pacific Coast whereby certain terminal costs are absorbed by carriers. At Pacific Coast ports, on transcontinental traffic to and from the Orient, railroads and steamship lines split the terminal costs between them. No such agreement exists on traffic to and from the Hawaiian Islands, however, railroads do absorb certain limited amounts which are prescribed by their tariffs.

Pacific Coast railroads do not as a rule absorb loading or unloading cost on freight interchanged with coastwise or intercoastal steamship lines,

nor on export or import traffic, except transcontinental traffic with the Orient mentioned above.

## DEFINITION OF SERVICES AND CHARGES ASSESSED AGAINST VESSELS AND/OR CARGO

The services performed and facilities furnished by terminals in Northwest Pacific for ship and cargo are in general similar to those performed by California terminals. Definitions contained in published tariffs for the West Coast are substantially identical. Some contain notes and exceptions of no particular consequence.

In recent years progressive studies have been made to establish uniform and clear definitions of various terminal services. An effort has been made to include a clear and inclusive list of the specific activities in each definition in order to enable terminal operators, the shipping public, carriers, and interested Federal agencies to determine the degree to which each service contributes to port efficiency in terms of overall costs.

Uniformity of definitions results in a healthier condition of the industry and fewer competitive situations resulting from noncompensatory charges for certain services.

While it may be difficult for all ports to secure complete uniformity of definition owing to local conditions, types of commodity, and other justified exceptions, the published tariffs generally contain charges under headings and definitions that are clear and concise.

The following definitions and explanations of services available at Pacific Coast and Hawaiian ports include only selected services of major significance. For other services available and charges assessed against vessels and cargo the governing tariffs should be consulted.

Car Service. - The term "car service" means the loading or unloading of railroad cars on steamship piers. There are three ways of accomplishing the car service for unloading: "indirect" car service, which involves the use of a place of rest on the pier at which the commodity is deposited pending further movement, which may be indefinitely deferred; "direct" service, which is the unloading of open top cars immediately under ship's tackle; and "continuous" car service, which involves the substantially continuous movement of the commodity directly from the car to the ship's tackle.

Dockage. - The charge levied against a vessel for the use of berthing space at a pier or wharf, usually a per diem charge, based on the tonnage or length of vessel. The San Francisco Port Authority Tariff No. 3-B, Item No. 400 (Tariff Reference Key No. 29) reads as follows: "Dockage is the charge assessed against a vessel for berthing at a wharf, pier, or bulkhead structure, or bank, or for mooring to a vessel so berthed."

In addition, the Board of Harbor Commissioners, State of Hawaii, Tariff No. 2 (Tariff Reference Key No. 25) states that "dockage" is also assessed against a vessel when not tied up to or lying alongside of but using a wharf by means of boats, rafts, lighters, or otherwise.

Free, full, or one-half dockage is assessed under certain provisions specified in the published tariffs.

Handling. - Handling is generally defined as those services performed in moving or conveying cargo, including ordinary breaking-down, sorting and trucking from place where unloaded from railroad car, truck or other vehicle

on the terminal to ship's tackle, or vice versa; or from place of rest on terminal, barge or lighter to ship's tackle or vice versa.

History of the handling charge on the West Coast reveals that as early as 1936, various steamship conferences by individual action established handling charges at all ports on the Pacific Coast. Prior to that time the lines absorbed the cost of handling export and import cargo between ship's tackle and place of rest on terminals. However, beginning in 1936 handling charges were assessed against the cargo, and steamship conference tariffs were amended to indicate prevailing charges. In general, these steamship conference tariffs prescribed handling charges at California ports where handling was deemed to be a stevedoring function. In the ports of Washington and Oregon, whose terminal tariffs provided for charges for handling to be performed by the terminal, the provisions of the individual port terminal tariffs have continued to govern.

Loading and Unloading. - These terms are usually applied to the services of transferring freight to and from railroad cars, motor trucks, and similar conveyances and place of rest on the dock or within the transit shed. Loading and unloading charges are published by railroads, port authorities, motor carriers and pier operating companies. Many combinations of stevedoring, handling, loading, and unloading charges and services occur, particularly at the northwest Pacific coast ports. See car service, aforementioned.

Free Time. - By "Free Time" is meant a specified number of days or hours during which freight may remain on wharf or terminal premises without

incurring wharf demurrage. It is the specified time allowed on in-bound or out-bound traffic before the assessment of charges for storage.

Labor. - The term includes longshore and terminal work. The chapter on Labor discusses the principal provisions and gives rates of pay established by signed contracts, showing the effective dates, rules, benefits, and local conditions.

Pilotage. - The service of guiding a vessel into or out of a harbor or through a channel or passage or shifting within the limits of the port, for which a major charge is assessed against the vessel, based on some unit such as draft or tonnage. Vessels under control of a local duly licensed United States pilot are exempt. Representative rates are shown in table on Pilotage.

Quarantine. - Quarantine to prevent the introduction of human communicable disease is mandatory at all ports. For the control and eradication of diseases and insect pests of animals and plants, meat inspection and related quarantines are also enforced. The provisions for medical and hospital care and enforcement of all quarantine laws are discussed under the appropriate Federal Service.

Service Charge. - Service charge is generally defined as the charge against vessels, their owner, operators, or agents, for the performing of services incidental to receiving and delivering freight. It does not include any freight handling, loading nor unloading operations, nor any labor other than that which is essential in performing the service.

History of the service charge reveals that prior to November 1946, no separate berthage or dockage charge against the vessel applicable while loading or discharging cargo had been included in the Northwest tariffs.

Some of the carriers using the terminals did not favor the institution of such a charge. Upon review of all published tariff charges, the Northwest terminals recognized that their service charge definitions and itemization of services included was inadequate and that a tariff more in line with one in California would more adequately describe the services involved in the charge. Later, the Northwest Marine Terminal Association proposed a new definition; essentially copied from the Oakland tariff. Some terminal operators expressed objections, but their objections were largely academic in nature because it did not appear that any practical problem was raised by reason of the proposed changes. Since then, there have been only minor changes in the definition phraseology and services included in the service charge as used at the principal terminals on the Pacific Coast.

The Richmond (Parr-Richmond) Tariff has basically the same definitions but excludes certain cargoes, i.e., cargo of 2,000 short tons or more freighted on charter basis when stevedoring and service charge is for account of cargo; then such charges will be subject to negotiation. Transfer of intercoastal cargo is also given a special rate. Otherwise, the definition and services listed on the mainland ports are substantially identical.

The Board of Harbor Commissioners, State of Hawaii, Tariff No. 2, also lists as "Service Charge Fee" the cost of services including such items as supervising traffic, dredging abreast of State wharves, and policing harbor.

The following, quoted from Marine Terminal Association of Central California Terminal Tariff No. 1-A is representative of the coast ports and includes charges against vessels covering one or more of the following services performed by the terminal.

"Except as otherwise provided in individual items, the Service Charge is the charge assessed against a vessel for any one or more of the following services rendered: 1. Providing terminal structures and/or facilities necessary to the performance of the services enumerated below and to enable the vessel to accomplish the transfer of cargo (a) from vessel to consignees, their agents, or connecting carriers, or (b) from shippers, their agents, or connecting carriers to vessel; 2. Arranging berth for vessel; 3. Arranging Terminal space for cargo; 4. Checking cargo to or from vessel; 5. Receiving outbound cargo from shippers and giving receipt therefor; 6. Delivering cargo to consignees and taking receipts therefor; 7. Furnishing vessel or vessel's agent with a record of cargo loaded to or discharged from vessel; 8. Preparing Over, Short and Damage reports; 9. Ordering rail cars; 10. Coordinating and expediting the interchange of cargo between the vessel and the shipper or consignees of cargo or their agents; 11. Lighting the terminal. Note: Service charges do not cover or include any cargo handling operations."

In summary, the service charge is assessed against ocean vessels for both loading and discharging operations. Representative rates at selected ports governing commercial Miscellaneous Cargo, N. O. S. are in table on Service Charges. For complete data on charges covering specific commodities reference should be made to port tariffs.

Towage. - The service rendered by tugs or towboats in assisting vessels into and out of a harbor, in docking and undocking, and in moving lighters, carfloats, etc., from pier to pier, for which a major charge is assessed against the vessel. The use of tugs to assist vessels entering, leaving, or shifting is usually not mandatory.

Wharfage. - A major charge assessed against cargo or merchandise for passage on, over, under or through any wharf, pier, or seawall structure, inward or outward, loaded, or discharged while vessel is moored in any slip, basin, channel or canal. In Marine Terminal Association of Central

California Terminal Tariff No. 1-A, charges are assessed against vessels stores and supplies and in Hawaii Tariff No. 2 a wharfage charge is assessed against merchandise for use of any wharf while awaiting removal therefrom. No services are covered by this charge. Wharfage rates on Miscellaneous Cargo, N. O. S. may be found in Table on wharfage.

Water. - See tabulation on Water Rates listing ports where vessels can obtain water for boiler / or drinking use, rate of supply, and charge assessed; and water boat rates for service in stream and other pertinent information.

TARIFF LISTING

| STATE | PORT | TITLE OF TARIFF | SOURCE NUMBER |
|---|---|---|---|
| ALASKA | Anchorage | Alaska Aggregate Corp., Alagco Dock Terminal Tariff No. 1 | 1 |
| | Juneau | The Ketchikan Wharf Co. Tariff No. 11 | 2 |
| | Ketchikan | The Ketchikan Wharf Co. Tariff No. 20 | 3 |
| | Kodiak | City of Kodiak Tariff No. 5 | 4 |
| | Sitka | Conway Dock Co. Tariff No. 10 | 5 |
| | Wrangell | Wrangell Wharf Co. Tariff No. 4 | 6 |
| WASHINGTON - OREGON | Anacortes | Port of Anacortes Tariff W.D.T. No. 5 | 7 |
| | Astoria | Port of Astoria Tariff No. 6 | 8 |
| | Bellingham | Port of Bellingham Tariff No. 4 | 9 |
| | Coos Bay | Central Dock Co. Terminal Tariff No. 1 | 10 |
| | Everett | Port of Everett Tariff No. 1 | 11 |
| | Grays Harbor | Port of Grays Harbor Tariff No. 57 | 12 |
| | Longview | Port of Longview Terminal Tariff No. 2 | 13 |
| | Olympia | Port of Olympia Terminal Tariff No. 5 | 14 |
| | Port Angeles | Port of Port Angeles Tariff No. 57 | 15 |
| | Portland | The Commission of Public Docks of the City of Portland Terminal Tariff No. 3-A | 16 |
| | | Northwest Cargo Handling Tariff No. 1 | 17 |

TARIFF LISTING (Continued)

| STATE | PORT | TITLE OF TARIFF | SOURCE NUMBER |
|---|---|---|---|
| WASHINGTON - OREGON (Cont'd.) | Seattle | Port of Seattle Terminal Tariff No. 2-D | 18 |
| | | Port of Seattle Terminal Tariff No. 100 | 19 |
| | | Northwest Cargo Handling Tariff No. 1 | 17 |
| | Tacoma | Tacoma Terminal Tariff No. 1 | 20 |
| | Vancouver | Port of Vancouver Tariff No. 1 | 21 |
| | Willapa Harbor | Port of Grays Harbor Tariff No. 57 | 12 |
| | Yaquina Harbor | Yaquina Bay Dock & Dredge Co. Inc. Tariff No. 1 | 22 |
| CALIFORNIA | Alameda - Oakland | Encinal Terminal Tariff No. 3 | 23 |
| | Long Beach | The Port of Long Beach Tariff No. 3 | 24 |
| | | Southern California Carloading Bureau Tariff No. 3 | 25 |
| | Los Angeles | Southern California Carloading Bureau Tariff No. 3 | 25 |
| | | Board of Harbor Commissioners City of Los Angeles Tariff No. 3 | 26 |
| | Port Hueneme | Board of Harbor Commissioners for Oxnard Harbor District Tariff No. 5 | 26-A |
| | Redwood City | Port of Redwood City Tariff No. 3 | 27 |
| | Richmond | Parr-Richmond Terminal Tariff No. 1 | 28 |

TARIFF LISTING (Continued)

| STATE | PORT | TITLE OF TARIFF | SOURCE NUMBER |
|---|---|---|---|
| CALIFORNIA (Cont'd) | San Francisco | San Francisco Port Authority Terminal Tariff No. 3-B | 29 |
| | | San Francisco Bay Carloaders Bureau Tariff No. 1-C | 30 |
| | Stockton | Port of Stockton Terminal Tariff No. 3 | 31 |
| | San Diego | Port of San Diego Tariff No. 1-B | 32 |
| | | Port of San Diego Carloading Tariff No. 4 | 33 |
| | Suisun Bay (Pittsburg) | M & R Services Terminal Tariff No. 1-A | 34 |
| HAWAII | Port Allen<br>Nawiliwili<br>Honolulu<br>Kahului<br>Hilo<br>Kawaihae | Board of Harbor Commissioners Tariff No. 2 | 35 |
| | Honolulu | Oahu Railway & Land Co. Tariff and Regulations | 36 |

## DOCKAGE RATES AND CHARGES

Dockage is the charge levied against a vessel for the use of berthing space at a pier or wharf, usually a per diem charge, based on the tonnage or length of vessel. Whereas, California ports apply per diem rates based on the vessel's gross tonnage as shown below, the prevailing dockage rates in Washington/Oregon are set up to cover 4 hour periods according to the vessel's net tonnage, also shown below.

### Representative Dockage Charges at California Ports

As of January 1, 1961

| Vessels Of Gross Registered Tons | | | Rate Per Day | Vessels Of Gross Registered Tons | | | Rate Per Day |
|---|---|---|---|---|---|---|---|
| 21 | to | 300 | $ 4.50 | 9,001 | to | 10,000 | $ 86.00 |
| 301 | to | 500 | 8.00 | 10,001 | to | 11,000 | 94.00 |
| 501 | to | 1,000 | 15.50 | 11,001 | to | 12,000 | 101.50 |
| 1,001 | to | 2,000 | 23.50 | 12,001 | to | 13,000 | 109.50 |
| 2,001 | to | 3,000 | 31.50 | 13,001 | to | 14,000 | 117.00 |
| 3,001 | to | 4,000 | 39.00 | 14,001 | to | 15,000 | 125.00 |
| 4,001 | to | 5,000 | 47.00 | 15,001 | to | 16,000 | 133.00 |
| 5,001 | to | 6,000 | 54.50 | 16,001 | to | 17,000 | 140.50 |
| 6,001 | to | 7,000 | 62.50 | 17,001 | to | 18,000 | 148.50 |
| 7,001 | to | 8,000 | 70.50 | 18,001 | to | 19,000 | 156.50 |
| 8,001 | to | 9,000 | 78.00 | 19,001 | to | 20,000 | 164.00 |

NOTE: Vessels over 20,000 G.R.T. are charged, in addition to rates above for vessels of 20,000 G.R.T., for each additional 1,000 G.R.T. $8.

EXCEPTION: Pittsburg (California) Dockage $36 per day for vessel of 10,000 Net Registered Tons plus $3 per day for each additional thousand tons.

### Representative Dockage Charges at Ports in Washington or Oregon

As of January 1, 1961

| Vessels Of Net Registered Tons | | | Rates Col. A | Rates Col. B | Vessels Of Net Registered Tons | | | Rates Col. A | Rates Col. B |
|---|---|---|---|---|---|---|---|---|---|
| 10 | to | 250 | $1.31 | $ .83 | 3,001 | to | 4,000 | $10.50 | $ 6.56 |
| 251 | to | 500 | 2.63 | 1.65 | 4,001 | to | 5,000 | 12.25 | 7.66 |
| 501 | to | 1,000 | 3.50 | 2.19 | 5,001 | to | 6,000 | 14.00 | 8.75 |
| 1,001 | to | 1,500 | 4.38 | 2.73 | 6,001 | to | 7,000 | 15.75 | 9.85 |
| 1,501 | to | 2,000 | 5.25 | 3.29 | 7,001 | to | 8,000 | 17.50 | 10.94 |
| 2,001 | to | 2,500 | 7.00 | 4.38 | 8,001 | to | 9,000 | 19.25 | 12.04 |
| 2,501 | to | 3,000 | 8.75 | 5.48 | 9,001 | to | 10,000 | 21.00 | 13.13 |

NOTE 1: Vessels over 10,000 N.R.T. shall be charged, in addition to rates above for vessels of 10,000 N.R.T., for each additional 1,000 N.R.T. or fraction thereof over 10,000 tons, Col. A, $1.75 per 4 hours or fraction; Col. B, $1.10 per 4 hours or fraction thereof.

COLUMN A - Rates per 4 hours or fraction thereof apply when vessels berth for purposes other than loading or discharging cargo.

COLUMN B - Rates per 4 hours or fraction thereof apply against vessels that load or discharge cargo.

EXCEPTION: At ANACORTES dockage charges are based upon length of vessel. For example, vessels over 125 feet in length pay 2½¢ per foot per day.

In Alaska the rates for dockage at Kodiak are 1¢ per net registered ton for the first 24 hours thence ½¢ per ton per day thereafter. At other Alaskan ports, the dockage charge is based upon a flat fee per call. For example, at Juneau, Kitka and Sitka ships landing 25 tons or more are charged dockage of $15 per call. Dockage at Wrangell is $20 for vessels requiring handling of their mooring lines.

In Hawaii dockage charges are based on per diem rates of 2¢ per gross ton. Passenger vessels in Honolulu are charged 2½¢ per gross ton per day. At State facilities, a so-called service charge, which is assessed against the vessel in addition to dockage, is based upon the gross tonnage of the vessel. A service charge of $4 applies to vessels up to 2,000 gross tons in size. An additional $3 is charged for each 2,000 gross tons over the base with a maximum charge of $64 applying to vessels over 40,000 gross tons.

TABLE V
ALASKA, PACIFIC COAST AND HAWAII

PILOTAGE RATES

| Ports | Organization | Representative Charges | Remarks |
|---|---|---|---|
| ALASKA | | | |
| Anchorage, Seward and Kodiak | Masters, Mates & Pilots Ass'n. Local #90 Seattle, Washington | Pilot Supplied in Seattle by M.M.P.A., Local No. 90; Rates for Pilot, per Day, are $50.00 Plus Transportation | |
| Ketchikan | Alaska Pilots Service Ketchikan, Alaska | In and Out $4,00.00 | |
| Juneau | do | In and Out $500.00 | Plus expenses from and to Ketchikan |
| Sitka | do | In and Out $450.00 | Plus expenses from and to Ketchikan |
| Wrangell | do | In and Out $450.00 | Plus expenses from and to Ketchikan |
| PACIFIC COAST | | | |
| WASHINGTON | | | |
| Seattle | State Pilot Association<br>Puget Sound Pilots<br>2208 Exchange Building<br>Seattle, Washington | Mileage (per mile) $ 2.15<br>Minimum Fee 53.75<br>Harbor Shifts -<br>Seattle 40.00<br>Harbor Shifts -<br>(Other than Seattle) 45.00<br>Dead Ship Under Tow<br>(per mile) 3.70<br>Minimum Fee 92.90<br>Cancellation Charge 25.00<br>Sailing Delay, after<br>one hour (per hour) 15.00 | Ships taking and discharging pilots without using their services through all Puget Sound and adjacent waters shall pay full mileage fees on mileage basis from Port Angeles to destination from place of departure to Port Angeles, or for entire distance between two ports on Puget Sound and adjacent inland waters. |
| Port Angeles | | See Seattle | |
| Bellingham | | See Seattle | |
| Anacortes | | See Seattle | |
| Everett | | See Seattle | |
| Tacoma | | See Seattle | |
| Olympia | | See Seattle | |
| Grays Harbor | | $3.00 per foot draft, and $0.03 per registered ton, maximum charge, 4,500 net tons | Includes pilotage over the bar and to any pier in the port. Pilot station located at sea buoy at the bar entrance. |
| Willapa Harbor | | See Grays Harbor | Pilot must be picked up at the Grays Harbor sea buoy |
| Longview | | See Portland | |
| Vancouver | | See Portland | |
| OREGON | | | |
| Astoria | Columbia River Bar Pilots<br>Foot of 11th Street<br>Astoria, Oregon | Inbound or outbound between Astoria and the sea $3.00 per foot draft and $0.02 per registered ton.<br>Minimum $75.00 | |
| Portland | Columbia River Pilots Ass'n.<br>901 U.S. National Bank Bldg.<br>Portland, Oregon | Pilotage between Astoria and Portland/Vancouver<br>Per foot of draft $3.00<br>Plus per registered ton 0.02<br>Minimum - in or out 65.00<br>Stopping at points between Astoria/Portland<br>Each stop 40.00<br>Shifting or Turning at Dock<br>In Portland 25.00<br>Outside Portland 40.00<br>Cancellation Charge<br>In Portland or Vancouver 20.00<br>Outside Portland or Vancouver 40.00<br>Sailing delay, after one hour (per hour) 7.50<br>Maximum detention charge (per day) 100.00 | See Astoria for Bar Pilotage; For harbor moves see tariff |

TABLE V
ALASKA, PACIFIC COAST AND HAWAII

PILOTAGE RATES - Continued

| Ports | Organization | Representative Charges | Remarks |
|---|---|---|---|
| OREGON - con. | | | |
| Yaquina Harbor (Newport) | Captain Ernest L. Hood<br>P. O. Box 1212<br>Newport, Oregon | Inbound or Outbound<br>Per foot of draft $3.00<br>plus per registered ton 0.02<br>Minimum in or out 65.00<br>Harbor moves 35.00 | |
| Coos Bay | Coos Bay Pilots Ass'n.<br>P. O. Box 234<br>Coos Bay, Oregon | Inbound or Outbound<br>Per foot of draft $2.50<br>plus per registered ton 0.02<br>Minimum in or out 65.00<br>Harbor moves $25 - $35 | |
| CALIFORNIA | | | |
| Humboldt Bay (Eureka) | Humboldt Bar Pilots<br>P. O. Box 570<br>Eureka, California | Inbound or Outbound<br>per foot of draft $2.50<br>plus per registered ton 0.02<br>Shifting (8.00 AM - 5.00 PM)<br>Upper bay 25.00<br>Upper to South Bay 30.00<br>After 5.00 PM and before 8.00 AM - additional 5.00 | |
| San Francisco | San Francisco Bar Pilots<br>Pier No. 7<br>San Francisco, California | Inbound or Outbound<br>Per foot of draft 6.25 | Rates apply for bar pilotage through Golden Gate and into or out of the Bays of San Francisco, San Pablo, and Suisun. |
| | Local No. 40 of San Francisco<br>I.O.M.M.P., Ferry Building<br>San Francisco,11, California | See Remarks | For pilotage fees for harbor moves in the Bay Area see tariff issued by Local No. 40, I.O.M.M.P. |
| Oakland-Alameda<br>Richmond<br>Redwood City<br>Stockton | | See San Francisco<br>See San Francisco<br>See San Francisco<br>See San Francisco | |
| Port Hueneme | Board of Harbor Commissioners<br>for Oxnard Harbor District<br>P. O. Box 297<br>Port Hueneme, California | Inbound or Outbound<br>Per gross registered ton $0.012<br>Minimum 40.00<br>Maximum 180.00 | |
| Los Angeles | Board of Harbor Commissioners<br>Port of Los Angeles<br>City Hall<br>Los Angeles, California | Entering or leaving<br>Per gross registered ton $0.012<br>Minimum 10.00<br>Maximum 180.00 | See Port of Los Angeles Tariff No. 3 for pilotage exceptions and half pilotage rates |
| Long Beach | Board of Harbor Commissioners<br>Port of Long Beach<br>Long Beach, California | See Los Angeles | |
| San Diego | State Board of Pilot<br>Commissioners for the<br>Port of San Diego | Inbound and Outbound<br>Vessels (1,000 M.A.T. & over)<br>handling cargo<br>Per net registered ton $0.02<br>Plus per foot of draft (according to amount of cargo handled) $1 to $2<br>Minimum charge 50.00<br>Shifting vessel, per foot of draft 2.00<br>Vessels not handling cargo or passengers<br>Per net registered ton 0.01<br>Plus per foot of draft 1.00 | |

TABLE V
ALASKA, PACIFIC COAST AND HAWAII

PILOTAGE RATES - Continued

| Ports | Organization | Representative Charges | Remarks |
|---|---|---|---|
| HAWAII | | | |
| Honolulu | Board of Harbor Commissioners for the State of Hawaii | Rates based on draft;<br>Minimum $50 for 15 ft. draft, or less, plus $3 per ft. in excess of 15 ft.<br>Moving vessel $50.00 | |
| Hilo | | See Honolulu | |
| Kawaihae | | See Honolulu | |
| Kahului | | See Honolulu | |
| Nawiliwili | | See Honolulu | |
| Port Allen | | See Honolulu | |

TABLE VI
ALASKA, PACIFIC COAST, AND HAWAII
TOWAGE CHARGES 1/
(Assisting, Docking or Undocking Live Vessels)

| PORTS | REPRESENTATIVE CHARGES | REMARKS |
|---|---|---|
| **ALASKA** | | |
| Anchorage | Assisting Ship (any size) docking, undocking or shifting — $250.00 | If tug is not at desired port, a portal to portal charge of $25 per hour is added. |
| Juneau | See Anchorage | |
| Ketchikan | See Anchorage | |
| Kodiak | See Anchorage | |
| Sitka | See Anchorage | |
| Wrangell | See Anchorage | |
| Seward | See Anchorage | |
| **PACIFIC COAST** | | |
| WASHINGTON | | |
| Seattle | Assisting, docking or undocking live ships; based on ship tonnage (other than holiday)<br>Under 4,000 gross tons — $ 60.00<br>4,001 to 7,500 gross tons — 75.00<br>7,501 to 9,000 gross tons — 90.00<br>9,001 to 10,000 gross tons — 110.00<br>10,001 to 12,000 gross tons — 120.00 | Holiday rates add 30% |
| Tacoma | See Seattle | |
| Port Angeles | See Seattle | |
| Port Townsend | See Seattle | |
| Anacortes | Per assist — 200.00 | |
| Bellingham | Per assist — 100.00 | Holiday rates add 30% |
| Everett | Per assist — 100.00 | Holiday rates add 30% |
| Olympia | Per assist — 100.00 | Holiday rates add 30% |
| Grays Harbor | To outer piers — 85.00 | Sundays and holidays add $20.00 |
| Willapa Harbor | Docking and undocking — 80.00 | Sundays and holidays add $17.50 |
| Vancouver | Assisting, docking or undocking — 120.00 | Saturdays, Sunday and holidays, add $25 |
| OREGON | | |
| Portland | Assisting, docking or undocking<br>Tugs 0 to 399 HP — 50.00<br>" 400 to 999 HP — 65.00 | See tariff for complete data |
| Astoria | Rates for Astoria may be obtained from the Arrow Tug and Barge Co. in Astoria | |
| Yaquina Harbor (Newport) | Negotiated locally | |
| Coos Bay | Negotiated locally | |
| CALIFORNIA | | |
| Humboldt Bay (Eureka) | Per assist — 150.00 | |
| San Francisco | Rates for assisting, according to size of vessel (net registered tons) calling within following zones:<br>- Vessels - | Zone 1: Stream and City Front, San Francisco<br>Zone 2: Pier 54 S. through Bethlehem Shipyard; 3rd & 4th St. bridges<br>Zone 3: Channel above 4th St. bridge<br>Zone 4: Pier 72, Hunters Point and Islais Creek below bridge<br>Zone 5: Islais Creek above bridge<br>Zone 6: Treasure I. and Yerba Buena I.<br>Zone 7: Alameda and Oakland<br>Zone 8: Richmond, California City and Point San Pablo |
| | Under 5,000 tons / 5,000-10,000 / 10,000-12,000 / Other * Vessels<br>Zone 1: $ 75 / $ 80 / $ 85<br>Zone 2: 90 / 95 / 110<br>Zone 3: 105 / 115 / 130<br>Zone 4: 105 / 115 / 130<br>Zone 5: 120 / 135 / 145<br>Zone 6: 105 / 115 / 130<br>Zone 7: 105 / 115 / 130<br>Zone 8: 120 / 135 / 145 | |
| | * See tariff for complete data on larger vessels; moves between zones; and rates for towage operations. | |
| Oakland-Alameda | See San Francisco | |
| Richmond | See San Francisco | |
| Redwood City | Per assist — $135.00 | Plus $8.50 per hour after 5 P.M. or on Saturdays, Sundays, holidays. |

TABLE VI

ALASKA, PACIFIC COAST, AND HAWAII

TOWAGE CHARGES 1/ (Continued)

(Assisting, Docking or Undocking Live Vessels)

| PORTS | REPRESENTATIVE CHARGES | | REMARKS |
|---|---|---|---|
| CALIFORNIA (con.) | | | |
| Stockton | $25 per hour weekdays<br>$27.50 per hour, nights, Saturdays, Sundays and holidays<br>Minimum charge | $ 60.00 | |
| Los Angeles - Long Beach | Assisting, per tug per hour<br>Minimum charge | 50.00<br>85.00 | Add $6 per hour for Sundays and holidays<br>Minimum $95 on Sundays and holidays |
| San Diego | Assisting, per hour | 40.00 | |
| HAWAII | | | |
| Kahului | In and out<br>Shifting vessel | 215.00<br>60.00 | Overtime add $20.00<br>Overtime add $10.00 |
| Hilo | 1 Tug (900 H.P.)<br>1 Tug (240 H.P. | 125.00<br>75.00 | |
| Kawaihae | Served from Hilo | 675.00 | |
| Honolulu | Shifting and/or assisting per tug per hour (minimum per hour)<br>1 tug (2,400 H.P.)<br>6 tugs (880 H.P. to 2,000 H.P.)<br>1 tug (800 H.P.)<br>3 tugs (480 H.P. to 500 H.P.)<br>1 tug (210 H.P.)<br>1 tug (160 H.P.) | <br>60.00<br>50.00<br>45.00<br>35.00<br>30.00<br>25.00 | For overtime rates see tariff of Young Brothers Division of Oahu Rlwy and Land Co. |
| Port Allen | Docking and undocking (1 tug)<br>Shifting (per hour) | 40.00<br>50.00 | |
| Nawiliwili | See Port Allen | | |

1/ Source: From Data Submitted by Pacific Coast Director, Maritime Administration.

TABLE VII

ALASKA, PACIFIC COAST AND HAWAII
REPRESENTATIVE SERVICE CHARGES FOR INDIRECT MOVEMENT
OF COMMERCIAL MISCELLANEOUS CARGO, N.O.S.
BY OCEAN TRADES
(In cents per weight ton of 2,000 pounds unless otherwise specified)

| | ALASKA | | Coastwise 1/ | | TRANSPACIFIC | | | | FOREIGN & OFFSHORE | | | HAWAII | | INTERCOASTAL | | TARIFF REFERENCE KEY (See Tariff listings) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | W/T | | W/T | | W/T | | M/T 2/ | | W/T | | M/T 2/ | W/T | | W/T | | |
| | In | Out | In | Out | In | Out | In | Out | In | Out | In | In | Out | In | Out | |
| ALASKA (No Service Charges) | | | | | | | | | | | | | | | | |
| Anchorage | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 |
| Kodiak | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 4 |
| Seward | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Juneau | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 2 |
| Sitka | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 5 |
| Wrangell | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 6 |
| Ketchikan | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 3 |
| PACIFIC COAST | | | | | | | | | | | | | | | | |
| WASHINGTON | | | | | | | | | | | | | | | | |
| Bellingham | 92 | 110 | 79 | 40 | 115 | 74 | - | - | 115 | 74 | - | 115 | 74 | 115 | 74 | 9 |
| Anacortes | No | Service | Charge | | | | | | | | | | | | | 7 |
| Everett | 92 | 110 | 79 | 40 | 115 | 74 | - | - | 115 | 74 | - | 115 | 74 | 115 | 74 | 11 |
| Seattle | 123 | 162 | 110 | 55 | 162 | 105 | - | - | 162 | 105 | - | 162 | 105 | 162 | 105 | 19 |
| Cargo in vans or whalebacks 3/ | 65 | 65 | 30 | 30 | 65 | 65 | - | - | 65 | 65 | - | 65 | 65 | 65 | 65 | 19 |
| Tacoma | 92 | 110 | 79 | 40 | 115 | 74 | - | - | 115 | 74 | - | 115 | 74 | 115 | 74 | 20 |
| Olympia | 115 | 74 | 79 | 40 | 115 | 74 | - | - | 115 | 74 | - | 115 | 74 | 115 | 74 | 14 |
| Port Angeles | 82 | 105 | 69 | 35 | 105 | 69 | - | - | 105 | 69 | - | 105 | 69 | 105 | 69 | 15 |
| Grays Harbor | 92 | 110 | 79 | 40 | 115 | 74 | - | - | 115 | 74 | - | 115 | 74 | 115 | 74 | 12 |
| Willapa Harbor | 92 | 110 | 79 | 40 | 115 | 74 | - | - | 115 | 74 | - | 115 | 74 | 115 | 74 | 12 |
| Kalama | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Longview | 92 | 110 | 79 | 40 | 115 | 74 | - | - | 115 | 74 | - | 115 | 74 | 115 | 74 | 13 |
| Vancouver | 115 | 40 | 79 | 40 | 115 | 74 | - | - | 115 | 74 | - | 115 | 74 | 115 | 74 | 21 |
| OREGON | | | | | | | | | | | | | | | | |
| Portland | 123 | 162 | 110 | 55 | 162 | 105 | - | - | 162 | 105 | - | 162 | 105 | 162 | 105 | 16 |
| Unitized Cargo | 93 | 132 | 80 | 45 | 132 | 85 | - | - | 132 | 85 | - | 132 | 85 | 132 | 85 | 16 |
| Containerized Cargo | 65 | 65 | 30 | 30 | 65 | 65 | - | - | 65 | 65 | - | 65 | 65 | 65 | 65 | 16 |
| St. Helens | | | | | | | | | | | | | | | | - |
| Astoria | 92 | 110 | 79 | 40 | 115 | 74 | - | - | 115 | 74 | - | 115 | 74 | 115 | 74 | 8 |
| Yaquina Harbor (no service charge) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 22 |
| Coos Bay (no service charge) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 10 |
| CALIFORNIA | | | | | | | | | | | | | | | | |
| Humboldt Bay (Eureka) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| San Francisco 4/ | 255 | 255 | 198 | 170 | 311 | 296 | 171 | - | 327 | 287 | 181 | 304 | 287 | 283 | 243 | 29 |
| Unitized Cargo | - | 225 | - | - | 281 | 266 | - | - | - | 257 | - | 274 | 257 | 253 | 213 | 29 |
| Cargo in vans or whalebacks 3/ | - | - | - | - | 155 | 155 | - | - | 180 | 155 | - | 155 | 155 | - | - 5/ | 29 |
| Oakland - Alameda 6/ | 268 | 268 | 202 | 174 | 345 | 314 | 181 | 172 | 345 | 305 | 191 | 322 | 329 | 283 | 243 7/ | 23 |
| Unitized Cargo | - | 228 | - | - | 305 | 254 | - | - | - | 265 | - | 282 | 289 | 253 | 150 | 23 |
| Cargo in vans or whalebacks 3/ | - | - | - | - | 180 | 180 | - | - | - | - | - | 180 | 180 | - | - | 23 |
| Richmond | 238 | 238 | 175 | 162 | 294 | 279 | 166 | 157 | 310 | 270 | 176 | 287 | 270 | 256 | 216 | 28 |
| Unitized Cargo | - | 198 | - | - | 254 | 239 | - | - | - | 230 | - | 247 | 230 | 226 | 186 | 28 |
| Cargo in vans or whalebacks 3/ | - | - | - | - | 145 | 145 | - | - | - | - | - | 145 | 145 | - | - | 28 |
| San Pablo Bay | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Carquines Strait | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Suisun Bay (Pittsburg) | 180 | 150 | 150 | 150 | 230 | 210 | - | - | 230 | 210 | - | 230 | 210 | 200 | 180 | 34 |
| Redwood City | 143 | 143 | 117 | 104 | 209 | 194 | - | - | 225 | 200 | - | 202 | 185 | 198 | 158 | 27 |
| Stockton (except below) | 243 | 243 | 181 | 153 | 299 | 284 | 171 | 162 | 315 | 275 | 181 | 292 | 275 | 262 | 222 | 31 |
| Unitized Cargo | - | 203 | - | - | 259 | 244 | - | - | - | 235 | - | 227 | - | 232 | 192 | 31 |
| Cargo in vans or whalebacks 3/ | - | - | - | - | 155 | 155 | - | - | 155 | 155 | - | 155 | 155 | - | - | 31 |
| In vans (3000-5000 loads) | - | - | - | - | - | - | - | - | - | - | - | 227 | 235 | - | - | 31 |
| Port Hueneme | 188 | 208 | 188 | 208 | 253 | 248 | - | - | 253 | 248 | - | 253 | 248 | 233 | 228 | 36 A |
| Los Angeles (no service charge) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 26 |
| Long Beach (no service charge) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 24 |
| San Diego (no service charge) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 32 |
| HAWAII | | | | | | | | | | | | | | | | |
| Honolulu (per R/T ton) 6/ | | | 120 | 120 | - | - | - | - | 160 | 160 | - | - | - | - | - | 36 |
| container cargo 6/ | | | 50 | 75 | - | - | - | - | - | - | - | - | - | - | - | 36 A |
| Other Hawaiian ports 8/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 35 |

1/ Coastwise rates listed for California Ports (except Pittsburg) cover carload rates only (see individual tariffs for LCL rates)
2/ Measurement rates at California ports apply per 40 cu ft. on cargo measuring 120 cu ft. and over in certain trades
3/ Includes cargo exceeding 6,000 lbs in vans or whalebacks loaded or unloaded outside of terminal
4/ At San Francisco service charges apply only at: (a) Central Terminals; (b) Islais Creek Copra Terminal; (c) Islais Creek Cotton Terminal; (d) Islais Creek Grain Terminal
5/ See dockage for so-called service charge at State Facilities in Hawaii
6/ Charges shown apply at facilities of Oahu Railway and Land Co.
7/ At Alameda only, the charge for outbound intercoastal cargoes totalling 2,500 tons or more per vessel is $2.22 per vessel

TABLE VIII

ALASKA, PACIFIC COAST AND HAWAII

Representative Charges for Wharfage and Handling (Indirect Movement),

On Miscellaneous Cargo, N.O.S.

(In cents per ton of 2,000 pounds or 40 cu. ft.)

| | Wharfage | Handling | Tariff Reference Key (See Tariff listing) |
|---|---|---|---|
| ALASKA | | | |
| Anchorage | 200 | 51½ | 1 |
| Kodiak | 189 | 406 | 4 |
| Seward | N.A. | N.A. | - |
| Juneau | 200 | 470 | 2 |
| Allowance for unitized cargo | | 60 | 2 |
| Sitka | 210 | 470 | 5 |
| Allowance for unitized cargo | | 60 | 5 |
| Wrangell | 280 | 400 | 6 |
| Allowance for unitized cargo | | 100 | 6 |
| Ketchikan | 200 | 420 | 3 |
| Allowance for unitized cargo | | 60 | 3 |
| PACIFIC | | | |
| WASHINGTON | | | |
| Bellingham | 80 | 229 | 9 |
| Anacortes | 50 | 168 | 7 |
| Everett | 80 | 241 | 11 |
| Seattle - Foreign | 80 | 246 | 18-17 |
| " - Alaska | 80 | 260 | 18-17 |
| " - Coastwise | 80 | 211 | 18-17 |
| " - Intercoastal - In | 80 | 389 | 18-17 |
| " - " - Out* | 80 | 246 | 18-17 |
| Tacoma | 80 | 241 | 20 |
| Olympia | 80 | 241 | 14 |
| Port Angeles | 80 | 223 | 15 |
| Grays Harbor | 80 | 241 | 12 |
| Willapa Harbor | 80 | 241 | 12 |
| Kalama | N.A. | N.A. | - |
| Longview - except Coastwise | 80 | 241 | 13 |
| " - Coastwise | 80 | 208 | 13 |
| Vancouver - except Alaska and Coastwise | 80 | 218 | 21 |
| " - Alaska | 80 | 237 | 21 |
| " - Coastwise | 80 | 138 | 21 |
| OREGON | | | |
| Portland | Same as Seattle | | 16-17 |
| St. Helens | N.A. | N.A. | - |
| Astoria | 80 | 241 | 8 |
| Tayalna Harbor | 80 | 200 | 22 |
| Coos Bay | N.A. | N.A. | - |
| CALIFORNIA | | 1/ | |
| Humboldt Bay | N.A. | | |
| San Francisco - except Coastwise | 80 | | 29 |
| " - Coastwise | 40 | | 29 |
| Oakland-Alameda - except Coastwise | 80 | | 23 |
| " " - Coastwise | 40 | | 23 |
| Richmond, except Coastwise | 80 | | 28 |
| " Coastwise | 40 | | 28 |
| San Pablo Bay | N.A. | | |
| Carquines Strait | N.A. | | |
| Suisun Bay (Pittsburg) except Coastwise | 70 | | 34 |
| " " Coastwise | 35 | | 34 |
| Redwood City - except Coastwise | 50 | | 27 |
| " - Coastwise | 25 | | 27 |
| Stockton,- except Coastwise | 80 | | 31 |
| " - Coastwise | 40 | | 31 |
| Port Hueneme - except Coastwise | 60 | | 26 A |
| " - Coastwise | 35 | | |
| Los Angeles - except Coastwise | 80 | | 26 |
| " - Coastwise | 40 | | 26 |
| Long Beach - except Coastwise | 80 | | 24 |
| " - Coastwise | 40 | | 24 |
| San Diego - except Coastwise | 60 | | 32 |
| " - Coastwise | 30 | | 32 |

TABLE VIII

ALASKA, PACIFIC COAST AND HAWAII
Representative Charges for Wharfage and Handling (Indirect Movement),
On Miscellaneous Cargo, N.O.S.
(In cents per ton of 2,000 pounds or 40 cu. ft.)

| | Wharfage | Handling | Tariff Reference Key (See Tariff listing) |
|---|---|---|---|
| HAWAII (U. S. Trade) | | | |
| State Owned Facilities | | | |
| Hilo | 45 | | 35 |
| Port Allen | 45 | | 35 |
| Nawiliwili | 45 | | 35 |
| Honolulu | 45 | | 35 |
| Kahului | 45 | | 35 |
| Kawaihae | 45 | | 35 |
| Oahu Rlwy and Land Co. Facilities | | | |
| Honolulu | | | |
| Foreign - inbound | 80 | | 36 |
| Foreign - outbound | 60 | | 36 |
| U. S. | 60 | | 36 |
| Container cargo | 45 | | 36 |
| Interisland | 30 | | 36 |

N.A. - Not Available
1/ - Handling charges at California ports are prescribed by Tariffs of individual ocean carriers on their respective conferences

2/ - At Hawaiian ports no handling charges are imposed by terminals.

TABLE IX
ALASKA, PACIFIC COAST AND HAWAII
Free Time (days) and Estimated Demurrage Charges
(Cents per Ton of 2,000 pounds or 40 cu. ft.)
for Miscellaneous Cargo, N.O.S.

| | FREE TIME (DAYS) BY TRADES | | | | | | DEMURRAGE CENTS PER TON Per Day 2/ | | | | Tariff Reference Key (see tariff listing) | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Foreign and Offshore | | Intercoastal | | Coastwise 1/ | | 1 - 5 Days | | After 5 Days | | | |
| | Inbound | Outbound | Inbound | Outbound | Inbound | Outbound | In | Out | In | Out | | |
| ALASKA (Local Trade) | | | | | | | | | | | | |
| Anchorage | 2 | 2 | 2 | 2 | 2 | 2 | 100 | 100 | 200 | 200 | 1 | Free time is extended in Alaska ports for intransit cargo |
| Kodiak | 5 | 5 | 5 | 5 | 5 | 5 | - | - | - | - | 4 | Kodiak charges $10 per ton per month after free time. |
| Seward | N.A. | | | | | | N.A. | | | | - | |
| Juneau | 5 | 5 | 5 | 5 | 5 | 5 | 40 | 40 | 40 | 40 | 2 | |
| Sitka | 5 | 5 | 5 | 5 | 5 | 5 | 40 | 40 | 40 | 40 | 5 | |
| Wrangell | 3 | 3 | 3 | 3 | 3 | 3 | - | - | - | - | 6 | |
| Ketchikan | 5 | 5 | 5 | 5 | 5 | 5 | 40 | 40 | 40 | 40 | 3 | |
| PACIFIC COAST | | | | | | | | | | | | |
| WASHINGTON | | | | | | | | | | | | |
| Bellingham | 10 | 10 | 5 | 10 | 5 | 5 | 5 | 3 | 7 | 3 | ) | |
| Anacortes | 15 | 15 | 15 | 15 | 15 | 15 | 2 | 2 | 2 | 2 | 7 | |
| Everett | 10 | 10 | 5 | 10 | 5 | 5 | 5 | 3 | 7 | 3 | 11 | |
| Seattle | 10 | 10 | 5 | 10 | 5 | 10 | 5 | 3 | 7 | 3 | 18 | |
| Tacoma | 10 | 10 | 5 | 10 | 5 | 10 | 5 | 3 | 7 | 3 | 20 | |
| Olympia | 10 | 10 | 5 | 10 | 5 | 10 | 5 | 3 | 7 | 3 | 14 | |
| Port Angeles | 10 | 10 | 10 | 10 | 10 | 10 | 5 | 3 | 7 | 3 | 15 | |
| Grays Harbor | 10 | 10 | 10 | 10 | 10 | 10 | 5 | 3 | 7 | 3 | 12 | |
| Willapa Harbor | 10 | 10 | 10 | 10 | 10 | 10 | 5 | 3 | 7 | 3 | 12 | |
| Kalama | N.A. | | | | | | N.A. | | | | | |
| Longview | 10 | 10 | 10 | 10 | 10 | 10 | 5 | 3 | 7 | 3 | 13 | |
| Vancouver | 10 | 10 | 10 | 10 | 10 | 10 | - | - | - | - | 21 | |
| OREGON | | | | | | | | | | | | |
| Portland | 10 | 10 | 5 | 10 | 5 | 5 | 5 | 3 | 7 | 3 | 16 | |
| St. Helens | N.A. | | | | | | N.A. | | | | | |
| Astoria | 10 | 10 | 5 | 10 | 5 | 5 | 5 | 3 | 7 | 3 | 8 | |
| Yaquina Harbor | 10 | 10 | 10 | 10 | 10 | 10 | - | - | - | - | 22 | |
| Coos Bay | - | - | - | - | - | - | - | - | - | - | 10 | No provision for free time on cargo N.O.S. at Coos Bay |
| CALIFORNIA | | | | | | | | | | | | |
| Humboldt Bay (Eureka) | N.A. | | | | | | N.A. | | | | | |
| San Francisco | 7 | 10 | 5 | 10 | 5 | 5 | 35 | 35 | 70 | 70 | 29 | |
| Oakland-Alameda | 7 | 10 | 5 | 10 | 5 | 5 | 35 | 35 | 70 | 70 | 23 | |
| Richmond | 7 | 10 | 5 | 10 | 5 | 5 | 35 | 35 | 70 | 70 | 28 | |
| San Pablo Bay | N.A. | | | | | | N.A. | | | | | |
| Carquinez Strait | N.A. | | | | | | N.A. | | | | | |
| Suisun Bay (Pittsburg) | 7 | 10 | 5 | 10 | 5 | 5 | 32½ | 32½ | 65 | 65 | 34 | |
| Redwood City | 7 | 10 | 5 | 10 | 5 | 5 | | | | | 27 | Redwood City demurrage charge is 1½¢ per ton per day |
| Stockton | 7 | 10 | 5 | 10 | 5 | 5 | 35 | 35 | 70 | 70 | 31 | |
| Port Hueneme | 10 | 10 | 5 | 10 | 5 | 5 | 30 | 30 | 60 | 60 | 26 A | |
| Los Angeles | 7 | 10 | 5 | 10 | 5 | 5 | 35 | 35 | 70 | 70 | 26 | |
| Long Beach | 7 | 10 | 5 | 10 | 5 | 5 | 35 | 35 | 70 | 70 | 24 | |
| San Diego | 10 | 10 | 5 | 10 | 5 | 5 | 32½ | 32½ | 65 | 65 | 32 | |
| HAWAII | | | | | | | | | | | | |
| Port Allen | 5 | 3 | - | - | 2 | 3 | 25 | 25 | 50 | 50 | 35 | |
| Nawiliwili | 5 | 3 | - | - | 2 | 3 | 25 | 25 | 50 | 50 | 35 | |
| Honolulu | 5 | 3 | - | - | 2 | 3 | 35 | 35 | 60 | 60 | 36 | Rates for Honolulu apply |
| Kahului | 5 | 3 | - | - | 2 | 3 | 25 | 25 | 50 | 50 | 35 | at facilities of Oahu |
| Hilo | 5 | 3 | - | - | 2 | 3 | 25 | 25 | 50 | 50 | 35 | Railway and Land Co. |
| Kawaihae | 5 | 3 | - | - | 2 | 3 | 25 | 25 | 50 | 50 | 35 | |

N.A. - Not available

1/ Free time at Hawaiian ports covering trade with other U.S. ports is included under coastwise

2/ Demurrage at California ports (except Redwood City) is based upon 5 day periods or fractions thereof, instead of per day charges. For example, demurrage at San Francisco for first period of 5 days is 35¢ per ton thence 70¢ per ton for each additional period of 5 days.

TABLE X
ALASKA, PACIFIC COAST AND HAWAII
Representative Charges for Car Service (Loading and Unloading)
on Miscellaneous Cargo, N.O.S. (Indirect Movement)
(In cents per ton of 2,000 pounds or 40 cu. ft.)

| | LOADING | UNLOADING | Tariff Source |
|---|---|---|---|
| ALASKA | | | |
| Anchorage | 514 | 514 | 1 |
| Kodiak | N.A. | N.A. | |
| Seward | N.A. | N.A. | |
| Juneau | N.A. | N.A. | |
| Sitka | N.A. | N.A. | |
| Wrangell | N.A. | N.A. | |
| Ketchikan | N.A. | N.A. | |
| PACIFIC COAST | | | |
| WASHINGTON | | | |
| Bellingham | 229 | 229 | 9 |
| Anacortes | 168 | 168 | 7 |
| Everett | 241 | 241 | 11 |
| Seattle | 241 | 241 | 13 |
| Tacoma | 241 | 241 | 20 |
| Olympia | 241 | 241 | 14 |
| Port Angeles | 223 | 223 | 15 |
| Grays Harbor | 241 | 241 | 12 |
| Willapa Harbor | 241 | 241 | 12 |
| Kalama | N.A. | N.A. | |
| Longview | 241 | 241 | 13 |
| Vancouver (except coastwise) | 241 | 241 | 21 |
| " (coastwise) | 208 | 208 | 21 |
| OREGON | | | |
| Portland | 241 | 241 | 16 |
| St. Helens | N.A. | N.A. | |
| Astoria | 241 | 241 | 8 |
| Yaquina Harbor | N.A. | N.A. | |
| Coos Bay | N.A. | N.A. | |
| CALIFORNIA | | | |
| Humboldt Bay | N.A. | N.A. | |
| San Francisco | 297 1/ | 340 1/ | 30 |
| Ex-Orient | 599 | | 30 |
| Oakland ) | | | |
| Alameda ) | 270 3/ | 270 | 23 |
| Ex-Orient | 501 3/ | | 23 |
| Overland Cargo | | 340 1/ | 23 |
| Richmond | 270 3/ | 270 | 28 |
| Ex-Orient | 501 3/ | | 28 |
| San Pablo Bay | N.A. | N.A. | |
| Carquines Strait | N.A. | N.A. | |
| Suisun Bay (Pittsburg) | N.A. | N.A. | |
| Redwood City | N.A. | N.A. | |
| Stockton | 270 3/ | 270 | 31 |
| Ex-Orient | 501 3/ | | 31 |
| Los Angeles | | | 25 |
| Foreign-Weight Cargo 4/ | 599 | 460 | 25 |
| Foreign - Measurement 4/ | 167 | 167 | 25 |
| Intercoastal | 597 | 460 | 25 |
| Long Beach | Same as Los Angeles | | 25 |
| Port Huenene | Same as Los Angeles | | 25 |
| San Diego | | | 33 |
| Foreign-Weight Cargo 4/ | 445 | 313 | 33 |
| Foreign-Measurement 4/ | 130 | 130 | 33 |
| Intercoastal | 429 | 295 | 33 |
| HAWAII | | | |
| Port Allen | | | |
| Nawiliwili | | | |
| Honolulu | | | |
| Kahului | N.A. | N.A. | |
| Hilo | | | |
| Kawaihae | | | |

N.A. - Not Available

NOTES: 1/ Includes packaged cargoes of less than 5 lots (marks)
2/ Includes either straight or mixed cargoes
3/ Includes packaged cargoes of less than 10 lots (marks)
4/ Southern California rates per ton break at 120 cu. ft. measurement; i.e., cargo measuring no more than 120 cu. ft. per short ton, is considered weight cargo, whereas measurement cargo includes cargo exceeding 120 cu. ft. per short ton.

## MISCELLANEOUS RATES AND CHARGES

The miscellaneous services, rates and charges at Alaskan, Pacific Coast and Hawaiian ports include the provision of water and electricity. Different practices exist at the various ports in the methods by which water and electricity charges are assessed. The differences arise because some ports include a portion or all of the services in the initial charge while others furnish utilities on an actual cost basis with an additional percentage charge for arranging for such labor as may be required. Other ports charge only for the actual cost of the service and labor without compensation for supplying the service. In other instances, ports without published tariffs will furnish rates and charges on application.

Fresh water is generally available at the principal terminals and the rates and charges vary for the first 100 cubic feet. The charges are reduced considerably with each additional 100 cubic feet furnished. In Everett, Washington, for example, a charge of $2.00 is made for the first 100 cubic feet or fraction thereof and 15 cents for each additional 100 cubic feet. An additional charge of $2.00 is made for use of hose furnished by the wharf operator to the vessel taking water. In addition, labor charges for installation and service, connection or disconnection, are imposed on the basis of current man-hour rates.

At Vancouver, Washington, a charge of $6.00 is made for the first 100 cubic feet of water. This charge includes hooking-up lines, reading meters and turning water on and off. A minimum service charge is also included in some tariff rates.

Electricity is available at most ports at a rate up to 5 cents for each kilowatt-hour. Labor required for installation, connection, or disconnection

of service is charged on the basis of current man-hour rates. Other methods used in the determination of electric rates include the actual cost of the current plus a flat percentage plus man-hour rates for labor performing the service.

The following table reflects representative utility rates at Alaskan, Pacific Coast and Hawaiian ports:

TABLE XI
ALASKA, PACIFIC COAST AND HAWAII
Miscellaneous Port and Terminal Services, Rates and Charges

Water and Electricity

| NAME OF PORT | W A T E R Basis for Charges | Rate in Cents | E L E C T R I C I T Y Basis for Charges | Rate in Cents |
|---|---|---|---|---|
| ALASKA | | | | |
| Anchorage | Rates on application | | Rates on application | |
| Kodiak | do | | do | |
| Seward | do | | do | |
| Juneau | Flat rate | 1,000 | do | |
| Sitka | Rates on application | | Rates on application | |
| Wrangell | do | | do | |
| Ketchikan | Flat rate | 1,000 | do | |
| PACIFIC COAST | | | | |
| WASHINGTON | | | | |
| Bellingham | Same as Everett | | Same as Everett | |
| Anacortes | Per 100 cu. ft. | 35 | Per K.W.H. | 2.5 |
| Everett | First 100 cu. ft. (metered) | 200 | Per K.W.H. | 3 |
| | Each additional 100 cu.ft. | 15 | Plus labor cost plus 20% | |
| | Water hose, if needed | 200 | | |
| Seattle | Same as Everett | | Per K.W.H. | 3 |
| | | | Plus labor cost at MHR | |
| Tacoma | Same as Everett | | At actual cost plus 45% | |
| Olympia | Same as Everett | | Per K.W.H. | 3 |
| | | | Plus labor cost at MHR | |
| Port Townsend | Rates on application | | Rates on application | |
| Port Angeles | Same as Everett | | Per K.W.H. | 5 |
| | | | Plus labor cost plus 30% | |

TABLE XI

ALASKA, PACIFIC COAST AND HAWAII

Miscellaneous Port and Terminal Services, Rates and Charges

Water and Electricity (Continued)

| NAME OF PORT | WATER | | ELECTRICITY | |
|---|---|---|---|---|
| | Basis for Charges | Rate in Cents | Basis for Charges | Rate in Cents |
| WASHINGTON (Con'd.) | | | | |
| Grays Harbor | | | | |
| Aberdeen | Same as Everett | | Same as Port Angeles | |
| Hoquiam | Same as Everett | | Same as Port Angeles | |
| Willapa Harbor | Same as Everett | | Same as Port Angeles | |
| Kalama | Rates on application | | Rates on application | |
| Longview | First 1,000 cu.ft., per 100 cu.ft. | 50 | At actual cost plus 20% | |
| | Next 2,500 cu.ft., per 100 cu.ft. | 32 | Installation at cost plus 20% | |
| | Next 3,500 cu.ft., per 100 cu.ft. | 24 | | |
| | Next 7,000 cu.ft., per 100 cu.ft. | 21 | | |
| | Next 14,000 cu.ft., per 100 cu.ft. | 15 | | |
| | Next 28,000 cu.ft., per 100 cu.ft. | 10 | | |
| Vancouver | First 100 cu.ft. per 100 cu.ft. | 600 | At actual cost incurred | |
| | Each additional 100 cu.ft. Includes hooking up lines, reading meters and turning connections | 15 | | |

TABLE XI

ALASKA, PACIFIC COAST AND HAWAII

Miscellaneous Port and Terminal Services, Rates and Charges

Water and Electricity (Continued)

| NAME OF PORT | WATER | | ELECTRICITY | |
|---|---|---|---|---|
| | Basis for Charges | Rate in Cents | Basis for Charges | Rate in Cents |
| OREGON | | | | |
| Portland | First 100 cu.ft. | 600 | Per K.W.H. | 3 |
| | Includes hooking up lines, reading meters and turning connections | | Plus labor cost | |
| | Each additional 100 cu.ft. (metered) | 15 | | |
| | Equipment rental - hose and couplings | 250 | | |
| St. Helens | Rates on application | | Rates on application | |
| Astoria | First 1,000 gallons (134 cu.ft.) | 125 | Per K.W.H. | 3 |
| | Next 2,000 " per 1,000 gals. | 625 | | |
| | " 2,000 " " " " | 50 | | |
| | " 5,000 " " " " | 43.75 | | |
| | " 20,000 " " " " | 375 | | |
| | " 20,000 " " " " | 31.25 | | |
| | " 20,000 " " " " | 25 | | |
| | " 30,000 " " " " | 18.75 | | |
| | " 50,000 " " " " | 125 | | |
| | " 50,000 " " " " | 11.25 | | |
| | " 300,000 " " " " | 10 | | |
| Yaquina Harbor (Newport) | First 1,000 gallons (134 cu.ft.) | 300 | Per K.W.H. | 2 |
| | Each additional 1,000 gallons | 20 | Plus labor cost plus 20% | |
| Coos Bay | Rates on application | | Rates on application | |

TABLE XI

ALASKA, PACIFIC COAST AND HAWAII

Miscellaneous Port and Terminal Services, Rates and Charges

Water and Electricity (Continued)

| NAME OF PORT | W A T E R Basis for Charges | Rate in Cents | E L E C T R I C I T Y Basis for Charges | Rate in Cents |
|---|---|---|---|---|
| CALIFORNIA | | | | |
| Humboldt Bay (Eureka) | Rates on application | | | |
| San Francisco | Rates on application | | First 50 K.W.H. per meter per month | 501¼ |
| Oakland- | | | | |
| Alameda | First 1,300 cu.ft. per 100 cu.ft. | 108 | First 300 K.W.H. per ship per month per K.W.H. | 6 |
| | Next 2,000 ditto | 25.9 | Next 500 K.W.H. ditto | 5 |
| | Next 30,000 ditto | 22.7 | Next 800 K.W.H. ditto | 4 |
| | Over 33,300 ditto | 19.4 | Over 1,600 K.W.H. ditto | 3 |
| Richmond | Per 100 cu.ft. | 35 | At actual cost incurred | |
| | Plus meter charge per vessel | 100 | Plus labor cost at MHR | |
| San Pablo Bay | Rates on application | | Rates on application | |
| Carquinez Strait | Rates on application | | Rates on application | |
| Suisun Bay | Rates on application | | Rates on application | |
| Redwood City | Rates on application | | Rates on application | |
| Stockton | Per 100 cu.ft. | 15 | First 50 K.W.H. per meter per month | 3.6 |
| | Plus meter charge | 250 | Next 150 ditto | 3.3 |
| | | | Next 800 ditto | 2.8 |
| | | | Next 2,000 ditto | 2.4 |
| | | | Next 7,000 ditto | 2.0 |
| | | | Next 10,000 ditto | 1.8 |
| Port Hueneme | Per 1,000 gallons (134 cu.ft.) | 45 | At actual cost plus 25% | |
| Los Angeles | Per 1,000 gallons (134 cu.ft.) | 30 | At actual cost plus 15% furnished by Harbor Dept. | |
| Long Beach | Per 1,000 gallons (134 cu.ft.) | 30 | Per 100 K.W.H. or less, per K.W.H. | 4.5 |
| San Diego | Per 1,000 gallons (134 cu.ft.) | 50 | Per K.W.H. | 5 |

TABLE XI

ALASKA, PACIFIC COAST AND HAWAII

Miscellaneous Port and Terminal Services, Rates and Charges

Water and Electricity (Continued)

| NAME OF PORT | WATER | | ELECTRICITY | |
|---|---|---|---|---|
| | Basis for Charges | Rate in Cents | Basis for Charges | Rate in Cents |
| **HAWAII** * | | | | |
| Port Allen | Per 1,000 gallons (134 cu.ft.) | 45 | Rates on application | |
| Nawiliwili | Per 1,000 gallons (134 cu.ft.) | 45 | " " " | |
| Honolulu | Per 1,000 gallons (134 cu.ft.) | 50 | First 185 K.W.H., per K.W.H. | 5.8 |
| | | | Next 800 ditto | 4.7 |
| | | | Next 2,000 ditto | 3.3 |
| | | | Next 3,000 ditto | 2.9 |
| | | | Over 6,000 ditto | 2.6 |
| Kahului | Per 1,000 gallons (134 cu.ft.) | 40 | Rates on application | |
| Hilo | Per 1,000 gallons (134 cu.ft.) | 75 | ditto | |
| Kawaihae | Rates on application | | ditto | |

NOTE: * State toll charge of 6¢ per 1,000 gallons is additional to water charges.

## RATE REGULATIONS

The establishment of fixed rates, rules, regulations, and practices for or in connection with the business of furnishing wharfage, dock, warehouse and other terminal facilities in the Pacific Coast/Hawaii area (as well as with the transportation of cargo by carriers operating regular liner services in foreign trade), usually is controlled by steamship conferences. Also, a number of terminal operators, port authorities, terminal associations and stevedore companies are in agreement with each other in an effort to establish uniform charges and practices. Section 15 of the Shipping Act of 1916 requires that agreements forming such conferences be submitted to the Federal Maritime Board for its approval before becoming lawfully effective.

Broadly speaking, the Shipping Act gives to common carriers by water, to terminal operators, and other persons the privilege of entering into cooperative working agreements which bring about stabilized and uniform conditions for all concerned. These agreements, under control of the Federal Maritime Board, are voluntary compacts under which private industry is able to bring about a degree of self-regulation. The extent of the Board's control is to see that this privilege is exercised fairly and in the public benefit.

In the case of a terminal operator, he is required to establish and maintain just and reasonable terminal rates and practices in connection with receiving, handling, storing, and delivering cargo. The Shipping Act does not extend to the actual charges assessed for use of the terminal or its services and there is no requirement for advance filing of these charges. However, terminal operators file their schedules of charges and practices with the Federal Maritime Board and generally voluntarily follow a policy of giving 30 days' advance notice of changes.

Each port reserves to itself the right of special treatment of cargoes originating within its immediate vicinity - in a broad sense - cargoes of non-competitive nature.

A number of port and terminal operators and steamship lines in the Pacific are parties to agreements approved by the Federal Maritime Board. These agreements are usually limited to a particular port or coast, as for example, Stockton Port District, the California Coast or the Northwest Pacific Area.

Significant West Coast and Hawaii Terminal Conferences and related agreements permitted under Section 15, of the Shipping Act, on file with the Federal Maritime Board as of August 26, 1960, are as follows:

| Number | Name and Description |
|---|---|
| 6785 | Northwest Marine Terminal Association - Terminal Conference |
| 7345 | California Association of Port Authorities - Terminal Conference |
| 7544 | San Francisco Bay Carloading Conference - Terminal Conference |
| 7576 | Southern California Carloading Tariff Bureau - Terminal Conference |
| 7585 | Stockton Port District and Port of Stockton Grain Terminal - Lease of Grain Terminal |
| 7605 | Southern California Lumber Handlers' Bureau - Terminal Conference |
| 8235 | Port of Seattle and Matson Terminals, Inc. - Lease of Terminal |
| 8305 | City of Oakland and Howard Terminal - Lease of Terminal |
| 8325 | City of Los Angeles and American President Lines, Ltd. - Preferential Berth Assignment |
| 8335 | City of Oakland and Encinal Terminals - Lease of Terminal |
| 8405 | City of Oakland and McGuire Chemical Co. - Lease of Terminal |
| 8445 | Matson Navigation Co. and Board of Harbor Commission of the State of Hawaii - Lease of Terminal |
| 8475 | Matson Navigation Co. and Oahu Railway & Land Co. - Preferential Berth Assignment |

The various kinds of Section 15 agreements such as terminal conferences, lease of terminals, and preferential berth assignments differ somewhat in objective and intention. It, therefore, can be concluded that there is considerable flexibility in the kind of agreement that can be entered into, and they are developed along the lines best suited to special problems in defined port areas. Two representative agreements of various port authorities and marine terminal operators on the Pacific Coast illustrate the objective that can be accomplished under Section 15 of the Shipping Act of 1916. These agreements have been entered into on the initiative of the parties themselves, and have been approved by the Federal Maritime Board.

In the Northwest Pacific, ten ports and six terminal operators and steamship lines are members of Agreement No. 6785. It is known as the Northwest Marine Terminal Association Agreement and is quoted as follows:

NORTHWEST MARINE TERMINAL ASSOCIATION AGREEMENT
Parties to agreement as of March 1961

Alaska Terminals & Stevedoring Company (Seattle)
Albina Dock Co., Inc. (Portland)
American Mail Line, Ltd. (Seattle)
Astoria, Port of (Astoria)
Bellingham, Port of (Bellingham)
Everett, Port of (Everett)
Grays Harbor, Port of (Aberdeen and Hoquiam)
Olympia Steamship Co., Inc. (Seattle)
Portland, Port of (Portland)
Port Angeles, Port of (Port Angeles)
Salmon Terminals, Incorporated (Seattle)
Seattle, Port of (Seattle)
Shaffer Terminals (Tacoma)
Tacoma, Port of (Tacoma)
Vancouver, Port of (Vancouver)
The Commission of Public Docks of the City of Portland, Ore. (Portland)

NORTHWEST MARINE TERMINAL ASSOCIATION AGREEMENT

THIS AGREEMENT, entered into at Seattle, Washington, by and between the undersigned on the 1st day of march, 1939.

W I T N E S S E T H:

That, in consideration of the benefits, advantages and privileges to be severally and collectively derived from this agreement, the parties hereto, marine terminal operators subject to the Shipping Act, 1916, as amended, hereby associate themselves in an association to be known as the "NORTHWEST MARINE TERMINAL ASSOCIATION", hereinafter referred to as the "Association", to more adequately serve the interests of the shipping public at their terminals in ports in the States of Washington and Oregon and to establish and maintain just and reasonable terminal rates, charges, classifications, rules, regulations and practices at such terminals for or in connection with interstate and foreign water-borne traffic.

1. The parties hereto agree to assess and collect all terminal rates and/or charges for or in connection with traffic handled by them within the scope of this agreement, strictly in accordance with the rates, charges, classifications, rules, regulations and/or practices set forth in their respective applicable tariffs; that they will not in any respect deviate from or violate any of the terms of said tariffs; and that no rates or charges assessed or collected pursuant to such tariffs shall be directly or indirectly illegally or unlawfully refunded or remitted in whole or in part in any manner or by any device.

2. The parties hereto further agree to consult the Trustees of the Association when possible relative to and before amending, supplementing or reissuing any of their tariffs dealing with traffic, within the scope of this agreement. Any recommendation made by said Trustees shall be purely advisory and not binding upon the parties hereto. Amendments, supplements or reissues of any tariff shall be furnished promptly to the Executive Secretary of the Association.

3. A copy of each terminal tariff effective hereunder containing all rates, charges, rules, classifications, regulations and/or practices, including additions thereto and changes therein shall be furnished promptly to the Federal Maritime Board, Washington, D. C. through the Executive Secretary of the Association.

4. The Constitution of the Association shall be as set forth in Exhibit "A", attached hereto and made a part thereof.

5. Any party violating the terms of this agreement, shall be subject to a fine, the amount of which shall be determined by a majority vote of the Trustees. In the event an officer or employee of an alleged offender or complainant is a member of the Board of Trustees, such officer or employee shall be disqualified to act as a Trustee in passing upon such alleged breach. The remaining Trustees shall appoint a disinterested member to act in the place and stead of such disqualified Trustee; the Trustee so appointed shall serve only during the period in which such disqualified Trustee shall be disqualified from serving. Any fine assessed for a tariff violation shall in no instance exceed ten (10) times the difference between the amount which properly should have been charged and the amount actually billed and collected by said party, provided, however, that the minimum fine in any one stance shall be $100.00. The offending party agrees, immediately upon being notified as to the amount of a fine so assessed, to remit the amount of said fine to the Trustees. All moneys thus collected for or on account of fines levied and assessed shall be used to defray the expenses of the Association, provided, however, that such moneys shall not be used to reduce or pay any assessment of members against whom fines have been levied. Each of the parties hereto agrees to furnish and post with the Trustees, for the benefit of the parties hereto as herein provided,

a surety bond in the sum of $1,000.00 conditioned upon the faithful performance of the terms of this agreement and further conditioned that each said party will immediately pay any fine levied or sum assessed against said party. Furthermore, in case any party violates the terms of this agreement, the Association thereupon shall be authorized to, and shall, collect from the shipper, consignee or customer benefiting by such violation, the difference between the amount which should have been charged and the amount actually billed and collected by said party, and shall pay such amount so collected to such party.

Exception: The provisions of this agreement regarding payment of fines on account of violation of this agreement and the furnishing and posting of surety bond do not apply to port district commissions or to municipal port or dock commissions.

6. In order to further guarantee, insure and verify the adherence to the terms of this agreement and to determine if each of the parties hereto is fully complying with its tariffs, it is agreed that the Trustees may employ such auditor or auditors as may be necessary to visit the terminals and offices of the parties hereto and inspect their records in order to ascertain that proper charges, billings, and collections have been made in accordance with said tariffs. The refusal of any party to permit the examination of its records by a duly appointed auditor pursuant to this article shall constitute a violation of this agreement.

7. Each of the parties hereto agrees to pay monthly an assessment covering its proportionate share of the expenses incurred pursuant to the terms of this agreement.

8. By consent of the majority of all of the parties hereto, any responsible marine terminal operator at a port in the States of Washington or

Oregon may hereafter become a party to this agreement upon written acceptance of its terms and conditions and the posting of a bond as herein required, provided, however, no such admission shall become effective prior to the date of written advice thereof given by the Executive Secretary of the Association to the Federal Maritime Board, Washington, D. C. Two signed copies of each such written acceptance shall be furnished promptly by the Executive Secretary of the Association to the Federal Maritime Board. The admission of any such terminal operator shall not be denied without just and reasonable cause.

9. Any party may withdraw from this agreement by serving not less than ninety (90) days written notice upon the Executive Secretary of the Association. A copy of any such notice shall be dispatched promptly to the Federal Maritime Board, Washington, D. C. If, after the expiration of one hundred and twenty (120) days from date of said notice, no complaint is pending against the withdrawing party, charging breach of this agreement, which breach occurred before or during said ninety (90) days period of notice, the bond deposited with the Association shall be returned to the withdrawing party, provided, however, that if a complaint is pending against, or any fine, or any assessment or expense, remains unpaid by said withdrawing party after the expiration of said one hundred and twenty (120) days, the said bond shall be retained by the Association until such complaint is satisfied or dismissed, or the fine and/or assessment paid.

10. This agreement, or any modification thereof, shall not become effective until approved pursuant to Section 15 of the Shipping Act, 1916, as amended.

11. This agreement shall be executed in triplicate, two copies to be filed with the Federal Maritime Board, Washington, D. C. and one copy to

be retained by the Executive Secretary of the Association.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed by their respective officers or agents thereunto duly authorized . . . .

Exhibit "A" NORTHWEST MARINE TERMINAL ASSOCIATION

CONSTITUTION

ARTICLE I - Name:

Section 1. This Association shall be known as the NORTHWEST MARINE TERMINAL ASSOCIATION.

ARTICLE II - Purposes:

Section 1. This Association is formed for the following purposes:

(a) to promote fair and honorable business practices among those engaged in the marine terminal industry;

(b) to more adequately serve the interests of the public at Northwest ports; i.e., ports in the states of Washington and Oregon;

(c) to establish and maintain just and reasonable, and, so far as practicable, uniform terminal rates, charges, classifications, rules, regulations and practices at said Northwest ports in connection with water-borne traffic; and

(d) to cooperate with the marine terminal operators of other districts, either individually or through their associations, to the end that the purposes set forth above may be achieved by such other terminal operators.

ARTICLE III - Membership:

Section 1. The membership shall consist of operators of marine terminal

located at ports in the states of Washington and Oregon that subscribe to the Agreement of the Northwest Marine Terminal Association, of which this Constitution is a part.

Section 2. Any member in good standing who is unable to attend regular or special meetings of the Association may appoint and designate any other member in good standing as an alternate or proxy to act in his place at such meetings, and such alternate shall be entitled to act at said meetings in place of such absent member to the same extent as if said absent member were present in person.

ARTICLE IV - Headquarters:

Section 1. The principal office of the Association shall, unless otherwise determined by the Board of Trustees, be at the port in which the office of the Executive Secretary is located.

ARTICLE V - Board of Trustees:

Section 1. At the annual meeting of the members of the Association, there shall be elected a Board of Trustees of eleven members, three from Seattle, three from Portland, two from Tacoma and three from ports in Washington and Oregon outside of Seattle, Portland and Tacoma. The Trustees shall hold office for one year or until their respective successors have been duly elected and installed in office.

Section 2. In addition to the specific duties named herein, the Board of Trustees shall have general supervision of all matters pertaining to the Association and shall carry out the general policies approved by the Association and shall take such action on behalf of the Association as may be necessary to safeguard the interests of the members, including the assessing of fines for violations of the Agreement.

Section 3. Any Trustee unable to attend a meeting of the Trustees may appoint and designate an alternate or proxy to act in his place at such meeting and such alternate shall be entitled to act at said meeting in the place of such Trustee to the same extent as if said Trustee was present in person.

ARTICLE VI - Officers:

Section 1. Immediately after the annual meeting the duly elected Trustees shall meet and elect from their membership, by majority vote, a President a Vice President, and a Treasurer. These officers shall be the officers of the Association as well as of the Board of Trustees and shall serve without compensation for one year or until their successors have been duly elected and installed in office. They shall perform the duties ordinarily performed by such officers, and such other duties as may be assigned to them by the Board of Trustees.

Section 2. The Board of Trustees shall select and employ an Executive Secretary who shall perform the secretarial duties of the Association and act as the executive officer thereof. The Board of Trustees may employ whatever clerical and other help may be necessary to carry on activities of the Association and shall fix the compensation of such employees.

Section 3. It shall be the duty of the President to preside at all meetings of the Association and of the Board of Trustees. He shall be ex officio member of all committees and shall, subject to the Board of Trustees, have general direction of the business of the Association.

Section 4. In the absence of the President or in case of his incapacity, it will be the duty of the Vice President to perform the duties of the President.

Section 5. The Treasurer shall keep an accurate record of the receipts and disbursements of the Association and shall be responsible for the funds of

the Association. At the expiration of his term of office, he shall turn over to his successor the funds of the Association and the financial books and records.

Section 6. The Executive Secretary shall keep an accurate record of the proceedings of the Association and shall conduct correspondence and have custody of all official papers and records, except those of the Treasurer. He shall keep the membership informed of such matters as are brought to the attention of the Association and shall issue all calls and notices ordered by the President or the Board of Trustees and shall perform such other duties as the Board of Trustees may assign to him. At the annual meeting, he shall submit a written report covering the activities of his office.

Section 7. No salaries shall be paid by the Association to any member of the Board of Trustees.

Section 8. Nomination of Trustees shall be made by a nominating committee of three members appointed by the President at least ten days before the annual meeting at which the election is to occur. Names may also be proposed from the floor at the annual meeting.

Section 9. The election of Trustees shall be by ballot at the annual meeting of the Association; each member of the Association shall have one vote and a majority of all votes cast shall be necessary for election. In case of contest, balloting shall be continued until eleven candidates have each received a majority of the votes of the members present. The election of Trustees to fill vacancies that occur on the Board between annual meetings shall be by the remaining Trustees.

ARTICLE VII - Committees:

Section 1. The President of the Association shall appoint a standing Committee on Terminal Tariffs and Practices, consisting of a chairman and such

other members as in the judgment of the President may be required; and he may also appoint such special committees as may from time to time be necessary.

Section 2. The Committee on Terminal Tariffs and Practices shall investigate and study terminal operating costs, methods and practices, as well as traffic conditions, in order to determine just and reasonable, and, so far as practicable, uniform rates, charges, classifications, rules, regulations and practices at marine terminals at ports in the states of Washington and Oregon, and to recommend to the membership the adoption of such rates, charges, classifications, rules, regulations and practices.

ARTICLE VIII - Meetings:

Section 1. The annual meeting of the Association shall be held during June of each year at the call of the President.

Section 2. Special meetings shall be called by the President at the request of the Board of Trustees or upon the written request of five members. The purpose of such special meeting shall be set forth in the notice which shall be mailed by the Executive Secretary to the members at least one week before the date of the meeting, and no business other than that for which the meeting as called shall be transacted.

Section 3. For the purpose of transacting business at a meeting of the Association, a quorum shall consist of not less than one-half the membership of the Association in good standing.

Section 4. Actions of the Association, except as otherwise provided shall be by a majority vote of the representatives of members present and voting. At meetings of the Association any member may have more than one representative present, but each member is limited to one vote.

Section 5. Meetings of the Board of Trustees may be called by the

President and shall be called upon receipt by the Executive Secretary of a written request signed by three or more Trustees.

Section 6. Reasonable notice, not less than forty-eight hours, shall be given the Trustees of all meetings of the Board.

Section 7. Each Trustee shall have one vote.

Section 8. A quorum of the Board shall consist of not less than six Trustees.

Section 9. Actions by the Board of Trustees, except as otherwise provided, shall be by a majority vote of the Trustees present and voting.

ARTICLE IX - Annual Budget:

Section 1. An annual budget of revenue and expenditures shall be prepared by the Board of Trustees and presented to the membership at the annual meeting for approval by majority vote of those present.

ARTICLE X - Dues and Assessments:

Section 1. The membership dues of the Association shall be based upon the wharfage revenue of, and the services performed by the Association for each member and are payable at the beginning of each calendar month. The rate of levy shall be fixed annually by majority vote of those present at each annual meeting.

Section 2. No member of the Association shall have the right to vote at any meeting, to be represented on the Board of Trustees, or on any committee, or to participate in any other Association activities if delinquent sixty days or more in the payment of annual dues.

ARTICLE XI - Expenditures:

Section 1. Expenditures shall be made only upon approval by the Board of Trustees, and checks and vouchers shall be signed by the Treasurer and countersigned by the Executive Secretary.

ARTICLE XII - Minutes of Meetings:

The Executive Secretary shall keep a minute record of the proceedings of each regular, special, and annual meeting of the Association as well as of meetings of the Board of Trustees. A copy of the minutes of each meeting of the Association and of the Board of Trustees shall be furnished promptly to the Federal Maritime Board, Washington, D. C.

ARTICLE XIII - Amendments:

Section 1. This Constitution may be amended at any regular or special meeting of the Association, or by letter ballot, provided such proposed amendment has been approved by the Board of Trustees. A copy of the proposed amendment shall be mailed to the members by the Executive Secretary at least ten days prior to the meeting at which the amendment will be considered, or the final date for receipt of letter ballots. A favorable vote of at least two-thirds of the members shall be required for adoption of any amendment.

ARTICLE XIV - Approval by Federal Maritime Board:

No amendments of this Constitution shall become effective until approved by the Federal Maritime Board pursuant to Section 15 of the Shipping Act, 1916, as amended.

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In California, seven ports and two terminal operators are members of Agreement No. 7345, California Association of Port Authorities. It is quoted as follows:

CALIFORNIA ASSOCIATION OF PORT AUTHORITIES
Parties to Agreement as of March 1961

Port of San Francisco (San Francisco Port Authority)
Port of Los Angeles
Port of San Diego
Port of Long Beach
Port of Stockton
Port of Oakland
Port of Port Hueneme
Encinals Terminals
Parr-Richmond Terminal Corp.

CALIFORNIA ASSOCIATION OF PORT AUTHORITIES

A G R E E M E N T

This AGREEMENT, entered into at San Francisco, California, by and between the undersigned on the 12th day of April, 1940, and amended at Long Beach, California, on June 10, 1940, and at Oakland, California, on October 18, 1940.

W I T N E S S E T H:

OBJECTS AND PURPOSES

That, in consideration of the benefits to be severally and collectively derived from this agreement, the parties hereto hereby associated themselves in an association to be known as the "CALIFORNIA ASSOCIATION OF PORT AUTHORITIES" hereinafter referred to as the "Association", to promote fair and honorable business practices among those engaged in the marine terminal industry, to more adequately serve the interests of the shipping public at their terminals in ports in the State of California and to establish and maintain just and reasonable, and, as far as practicable, uniform terminal rates, charges, classifications, rules, regulations and practices at such terminals for or in connection with interstate and foreign waterborne traffic, provided that it is recognized that each port or terminal may have a different situation and the term "uniform"

shall not necessarily be construed to mean identical, and it is understood that all matters involved herein shall be worked out in a spirit of bona fide effort to accomplish an arrangement that will give no one an undue advantage, taking into consideration all competitive conditions, and to cooperate with port authorities and marine terminal operators of other districts either individually or through their associations, to the end that the purposes set forth above may be achieved as widely as possible.

MEMBERSHIP

1. Any port authority or marine terminal operator in the State of California may hereafter by consent of a majority of the parties hereto become a party to this agreement upon written acceptance of its terms and conditions, provided, however, no such admission shall become effective prior to the date of written advice thereof given by the Association to the Federal Maritime Board, Washington, D. C. Two signed copies of each such written acceptance shall be furnished promptly by the Association to the United States Maritime Commission. The admission of any such port authority or terminal operator shall not be denied without just and reasonable cause.

TARIFF COMPLIANCE

2. The parties hereto agree to assess and collect all rates and/or charges for or in connection with traffic handled by them within the scope of this agreement, strictly in accordance with the rates, charges, classifications, rules, regulations and/or practices set forth in their respective applicable tariffs; that they will not in any respect deviate from or violate any of the terms of said tariffs; and that no rates or charges assessed or collected pursuant to such tariffs shall be directly or indirectly illegally or unlawfully refunded or remitted in whole or in part in any manner or by any device.

TARIFF CHANGES

3. The parties hereto further agree that no change shall be made in the rates, charges, classifications, rules, regulations, or practices in any of their tariffs without consulting with one another and giving at least ten (10) days' prior notice of such proposed change to the President and the Executive Secretary of the Association, for the purpose of affording all parties hereto an opportunity to consult with each other, to make such changes in their own rates, charges, classifications, rules, regulations and practices with regard thereto as the other parties hereto may desire; provided, that any recommendation made by any party or parties hereto shall be purely advisory and shall not be binding upon any party hereto. Amendments, supplements or reissues of the tariff of any party hereto shall be furnished promptly to the Association and shall be available to all other parties hereto.

COMMISSION FILINGS

4. A copy of each tariff effective hereunder containing all rates, charges, rules, classifications, regulations and/or practices, including additions thereto and changes therein, shall be furnished promptly to each member of the Association, and to the Federal Maritime Board, Washington, D. C. by the Association.

WITHDRAWAL PROCEDURE

5. Any member may resign from the Association at any time, upon three (3) months' previous written notice of such resignation mailed to the Association. Promptly upon the receipt of any such notice of resignation, the Association shall mail a copy thereof to the Federal Maritime Board, Washington, D. C. Upon the effective date of said resignation, the member so resigning shall be relieved of all obligation to the Association, except for the amount of any dues of said member then due and unpaid, and except for the amount of any then

delinquent assessment levied against said member.

SUBJECT TO APPROVAL

6. This agreement, or any modification thereof, shall not become effective until approved pursuant to Section 15 of the Shipping Act, 1916, as amended, provided, however, that the filing of and participation in this agreement shall not be construed as a waiver of, or in any respect prejudicial to, the contentions of any of the parties hereto as to their amendability to the provisions of the Shipping Act, 1916, as amended.

EXECUTED IN TRIPLICATE

7. This agreement shall be executed in triplicate, two copies to be filed with the Federal Maritime Board, Washington, D. C. and one copy to be retained by the Association.

HEADQUARTERS

8. The principal office of the Association shall, unless otherwise determined by the members, be at the office of the Executive Secretary of the Association in San Francisco, California.

MEMBERS' REPRESENTATION

9. At an organization meeting in San Francisco, California, on the 12th day of April, 1940, and at each subsequent annual meeting as hereinafter provided each Association member shall declare the name of the person who shall represent it at meetings of the Association and such person shall serve until such time as his successor is named and seated. Each member shall be permitted to designate and appoint one alternate to serve instead of such accredited representative in the event of his absence.

OFFICERS

10. At said organization meeting and at each annual meeting thereafter, the members shall elect by majority vote, a President, a Vice President,

a Treasurer and a Secretary. These officers shall serve, without compensation, for one year or until their successors have been duly elected and installed in office. They shall perform the duties ordinarily performed by such officers, and such other duties as may be assigned to them by the members.

EMPLOYEES

11. The members may select and employ a Manager, and such other help as may be necessary to carry on the activities of the Association and shall fix the duties and compensation of such employees.

DUTIES OF PRESIDENT

12. It shall be the duty of the President to preside at all meetings of the Association, and he shall be ex officio member of all committees.

DUTIES OF VICE PRESIDENT

13. In the absence of the President or in case of his incapacity, it will be the duty of the Vice President to perform the duties of the President.

DUTIES OF SECRETARY

14. The Secretary shall keep an accurate record of the proceedings of the Association and shall issue all calls and notices ordered by the President. He shall have custody of all official papers and records, except those of the Treasurer. He shall furnish promptly to the Federal Maritime Board, Washington, D. C. a copy of the minutes of each meeting.

DUTIES OF TREASURER

15. The Treasurer shall keep an accurate record of the receipts and disbursements of the Association and shall be responsible for the funds of the Association. At the expiration of his term of office, he shall turn over to his successor the funds of the Association and the financial books and records.

EXECUTIVE COMMITTEE

16. The above named officers namely, President, Vice President, Secretary and Treasurer, shall constitute the Executive Committee, of which the President shall be the Chairman. In addition to the duties hereinabove set out, it shall carry on the customary routine executive duties of the Association, subject at all times to the directions and orders of the Association.

COMMITTEES

17. The President shall appoint such committees as may from time to time be necessary, except that there shall be a Traffic Committee on Tariffs and Practices, consisting of a representative of each member appointed by such member, which Committee shall annually elect its own chairman and vice-chairman.

The Committee on Tariffs and Practices shall investigate and study operating costs, methods and practices, as well as traffic conditions, in order to determine just and reasonable rates, charges, classifications, rules, regulations and practices at ports in the State of California, and to recommend to the membership the adoption of such rates, charges, classifications, rules, regulations and practices.

MEETINGS

18. (a) The annual meeting of this Association shall be held between September 1st and November 30th of each year, at the call of the President, upon one month's written notice, provided the force of this section may be abrogated by unanimous consent.

(b) Special meetings of the membership shall be called by the President at his own discretion or upon the written request of five (5) members.

The purpose of such special meeting shall be set forth in the notice which shall be mailed by the Secretary to the members at least one (1) week before the date of the meeting, and no business other than that for which the meeting is called shall be transacted, provided, however, if all members are present and unanimously agree, any other matters within the scope of the agreement may be dealt with at such meetings.

(c) The President, at his own discretion, may, or upon the written request of five (5) members, shall, call a meeting by correspondence and the President shall fix the date thereof. A notice of the call of any meeting by correspondence shall be given by the Executive Secretary in writing by mail to each member and shall be postmarked not less than ten (10) days prior to the date fixed for any such meeting by correspondence, which notice shall state the manner of call of said meeting by correspondence, state the date fixed for said meeting by correspondence, contain the subject or subjects to be voted upon at such meeting together with the text of any resolutions or any other actions proposed for vote and contain a ballot form of subjects corresponding to the agenda by which the members may register their votes upon any or all of subjects set forth in the agenda for such meeting by correspondence. A member shall be deemed to have voted on a subject at a meeting by correspondence (a) if the member shall have communicated its vote, in the affirmative or in the negative, on such subject to the Executive Secretary in writing, by mail or otherwise, and if such communication is received by the Executive Secretary or is postmarked prior to midnight of the date fixed for such meeting by correspondence or (b) if the member shall have failed to communicate its vote on such subject to the Executive Secretary in the manner and within the time specified in Clause (a) above, in such event its vote on such subject shall be deemed

to be and shall be entered as in the affirmative. Any resolution or other action proposed and adopted at a meeting by correspondence shall have the same force and effect as though such resolution or other action had been adopted or taken at an annual or special meeting of this Association.

QUORUM

19. For the purpose of transacting business at a meeting of the Association, a quorum shall consist of not less than ($\frac{1}{2}$) one-half the membership of the Association in good standing.

VOTING

20. Except as provided in Articles 1, 10, and 25, all action shall be taken in behalf of the Association by a three-fourths vote of the members; provided that no action shall be taken in behalf of the Association relative to approving the amendment, supplementing, or reissuance of, or agreeing to amend, supplement, or reissue, any or all of the tariffs, of members with respect to any of the rates, charges, classifications, rules, regulations or practices prescribed therein except on unanimous vote of the members. At all Association meetings (other than meetings by correspondence), any member may have more than one representative present who may participate in the discussions and offer motion, but each member is limited to one vote, provided that any member absent or present and recorded as not voting, may subsequently on proposed actions that require a unanimous vote or that have failed to pass without the vote or votes of any such absent or non-voting member or members, within ten (10) days from the date of mailing of registered notice, which shall be sent forthwith by the Secretary to the member thus entitled, cast the vote of such member thereon in writing by registered mail to the Secretary; provided further, that if no dissenting vote is case, said member's vote, after said ten (10) days limitation, shall be declared to have been case in the affirmative. No member of the

Association shall have the right to vote at any meeting, or to be represented on any committee, or to participate in any other Association activity, if delinquent in the payment of any assessment or if delinquent two (2) months or more in the payment of dues, and any such member so delinquent shall be excluded in determining the number of members required to constitute a "majority vote", a "three-fourths vote", or a "unanimous vote", wherever such terms are used in this Agreement.

ANNUAL BUDGET

21. An annual budget of revenue and expenditures shall be prepared by the Executive Committee, and presented to the membership at the annual meeting. Adoption of the budget shall require a three-fourths vote of the membership.

DUES AND ASSESSMENTS

22. The monthly membership dues shall be fixed by the members, and shall be due and payable monthly in advance on the first day of each month. The members shall not fix uniform dues for all members, but shall graduate the dues of the various members upon such basis as may be equitable.

In order to meet extraordinary expenses, the members shall have power to levy assessments, which assessments shall be graduated for each member upon the same basis as the dues are graduated. Such assessments shall be payable when levied, and shall become delinquent for (4) months after the date of mailing notice thereof to each member.

ORDINARY EXPENSES

23. (a) Ordinary expenses shall be understood to mean those provided for in the Annual Budget and shall be handled in accordance with Section 24.

EXTRAORDINARY EXPENSES

(b) The President and Treasurer may disburse for extraordinary

expenses not to exceed $100.00 per month unless prior approval has been obtained from three-fourths (3/4's) of the members of this Association.

PAYMENT OF BILLS

24. Bills against the Association shall be paid by the Treasurer when approved by the President.

AMENDMENTS

25. This agreement may be amended at any regular or special meeting of the membership of the Association. Any proposal to amend this agreement shall be submitted in writing. Unanimous vote of all the parties hereto shall be required for adoption of any amendment.

COMMISSION APPROVAL

26. No amendments of this agreement shall become effective until approved by the Federal Maritime Board pursuant to Section 15 of the Shipping Act, 1916, as amended.

PAST PRESIDENTS

27. When a President of this Association retires as its principal officer, he shall thereupon be recognized and thereafter continue to be an Honorary Member of this Association, and, if not representing any port, such reasonable expenses as the immediate Past President may incur in attending its meetings shall be paid by the Association.

PROGRAM AND POLICY COMMITTEE

28. The President, Vice President, Secretary, Treasurer and the immediate Past President of the Association shall constitute the Program and Policy Committee of which the immediate Past President shall be Chairman for the ensuing year. With the view of recommending improvements, it shall be the duty of the Committee to review the Association's activities and policies

from time to time and to formulate and present such recommendations in regard to program and policies as it deems necessary for the welfare of the Association. It shall perform such other duties as may be referred to it by the Association.

## LOCAL RULES AND REGULATIONS

Local rules and regulations applicable at each port are promulgated by local or state port authorities and the enforcement of same is the responsibility of the harbor master, port warden or other official of the port. Space does not permit close examination of the various rules at each port but, in general, local rules and regulations cover safety features in handling and berthing ships and protective measures governing cargo. Such rules and regulations, of course, are subordinate to Federal statutes. Detailed information is contained in individual port tariffs. Although such tariffs fail to follow a standard format with respect to rules and regulations, an indication of pertinent topics is revealed in the rules and regulations applicable at the Port of Los Angeles, a digest of which is reproduced below:

Fishing barges. - No barge or other watercraft may be anchored in Los Angeles Harbor for the purpose of selling fish, bait, or any other article or commodity without having first obtained a permit from the General Manager of the Harbor Department.

Turning vessels. - No vessel shall turn completely around in the main channel of the inner harbor except in that portion designated as the "Turning Basin."

Mooring vessels. - No vessel shall make fast to any wharf, or remain moored immediately in front thereof without the consent of the harbor master or person in charge of any such wharf.

No rope or mooring shall be made fast to any part of a wharf other than the mooring piles or mooring bitts or rings provided for the purpose. All mooring lines must meet the approval of the harbor master or wharfinger in charge. No line shall be stretched across a slip without first obtaining permission from the Harbor Department.

Any vessel lying across end of any pier or wharf, or whose stern or bow extends beyond the edge or end of any pier or wharf, and

every vessel lying alongside another vessel berthed at wharf shall be responsible for any and all damage to itself or to any other vessel.

No vessel shall use any dolphin at the outer end of any wharf to break or warp around, or to turn or swing such vessel with the stem of such vessel against the wharf.

No vessel shall be made fast to any buoy belonging to City of Los Angeles, except in emergency, without consent of Harbor Department, and any such vessel shall at all times be subject to removal at its expense by order of the Harbor Department.

Person in charge. - All vessels must have one person aboard at all times authorized to take such action in any emergency as may be demanded by order of the general manager, Harbor Department. Upon failure of party in charge to change position as directed, the general manager is authorized to board and change the position thereof at the expense of the vessel.

Speed of vessels. - No vessel shall be operated at speeds greater than indicated below:

| | Nautical Miles per hour | |
|---|---|---|
| | Inner Harbor | Outer Harbor |
| Vessels drawing between 5 feet and 20 feet..... | 7 1/2 | - |
| Vessels drawing more than 20 feet ..... | 6 | - |
| Less than 5 feet ..... | 10 | 15 |

Lights at night. - All vessels anchored or moored in Los Angeles Harbor shall conform to the rules and regulations of the United States regarding anchor lights.

Vessels lying at wharves, or alongside of a vessel so berthed must show proper lights and be provided with adequately lighted gangways and manropes and a watch maintained thereon. No running lights shall be displayed upon any vessel lying at a wharf.

Towing. - Towing lines or hawsers shall conform to lengths deemed necessary by general manager of the Harbor Department.

Obstructions to navigation. - No person shall tie up or anchor any vessel in any navigable channel within Los Angeles Harbor in such manner as to prevent or obstruct the navigation or passage of other vessels; or voluntarily or carelessly to sink or permit to be sunk any vessel or obstruction in navigable waters; or to float loose timbers, logs or piles in navigable waters in such manner as to obstruct, impede or endanger navigation.

Any vessel or object sunk accidentally or otherwise must be marked immediately by owner or person in charge thereof with a buoy or beacon during the day and a lighted lantern at night, and to maintain such marks until sunken vessel or object is removed or abandoned.

Owners or persons in charge of sunken vessels or other objects must commence the immediate removal of the same and prosecute such removal diligently. Failure to do so shall be considered as an abandonment.

Sunken wrecks. - Whenever navigation is obstructed or endangered by any sunken vessel or other object for a period of 30 days or longer or abandonment of same can be legally established in less time, such vessel or object shall be subject to be broken up, removed or otherwise disposed of by the Board without liability for any damage to the owner.

In case of vessels or other objects sinking, grounding or being unnecessarily delayed in navigable waters in such manner as to stop, seriously interfere with or specifically endanger navigation, the general manager of the Harbor Department is empowered to take immediate possession of such vessel or other object and remove or destroy it in order to immediately clear the navigable waters provided however that the general manager may at his discretion give notice in writing to the owner or person in charge to remove such obstruction. Any expense incurred by the Harbor Department in removing any obstruction shall be a charge against vessel and cargo, or object, and if the owner thereof shall fail or refuse to reimburse the Board within 30 days after notification, then the Board may sell vessel or cargo, or object, or any part not destroyed in removal and the proceeds of sale paid into the Harbor Revenue Fund.

Dumping refuse material. - No refuse matter or other substance of any kind or description whatever shall be thrown, discharged, or deposited either from or out of any vessel, or from a shore wharf, manufacturing establishment or mill into navigable waters of Los Angeles Harbor, or deposit same (on the bank of any navigable water) where such may be washed into the navigable waters and impede navigation; provided however, that nothing in this section shall apply to or prohibit operations in connection with harbor improvement or construction of public works and, provided further, that nothing shall apply to prohibit depositing such refuse material in the navigable waters within limits and under such conditions as may be prescribed by the Harbor Department or the proper engineer officer of the Department of Defense.

No decayed or decaying fruits, fish or vegetables, or the carcass of any dead animal or putrifying matter or any rubbish or refuse of any kind may be thrown, discharged, or deposited upon any wharf, landing, thoroughfare or other place under jurisdiction of Board.

Persons responsible for depositing any of the above material must remove same immediately, or it will be removed by the Harbor Department at the expense of such person.

Petroleum gas. - No liquified petroleum gas may be handled or stored on any wharf except under the following conditions:

Such liquified petroleum gas shall be contained in packages equivalent to the requirements of the Interstate Commerce Commission, and may be handled or stored on end in any quantity at any time at Berth 181, or in any quantity at any marine oil loading wharf or marine oil service station excepting upon the wharf at such station for periods not exceeding twenty-four hours; provided however, that liquified petroleum gas in containers as specified herein may be handled direct from car, truck, trailer, or barge to vessel, or vice versa, at any wharf upon securing a special permit so to do from the Board, subject to the approval of the chief engineer of the fire department.

Petroleum products. - Except as hereinafter provided, it shall be unlawful for any person to handle any gasoline, distillate, or any other liquid petroleum product which will flash below 175 degrees Fahrenheit, closed cup test, in bulk to or from any vessel except at a marine oil loading wharf, marine oil service station wharf, or any other wharf especially designed for that purpose by the Board, subject to the approval of the chief engineer of the fire department; and any such handling shall be done only from and by means of pipe line and hose suitably equipped and provided with a closed connection and valve between the supply pipe and hose; provided however, that bulk delivery of petroleum products which flash below 100 degrees Fahrenheit, other than bunker oil, shall not be made unless there be a closed connection between the hose and the ship tanks. No such handling shall be done between sunset and sunrise unless the premises are lighted only by incandescent electric lights protected by approved vapor proof globes, vapor proof switches, or vapor proof remote control switches. Nothing herein contained shall prevent the handling of bunker oil which does not flash below 130 degrees Fahrenheit, closed cup test, between barge and vessel direct; and nothing herein contained shall prevent the handling of any liquid petroleum product which flashes

below 130 degrees Fahrenheit, closed cup test, direct between barge and vessel at any point in the outer harbor upon securing a special permit so to do from the general manager, subject to the approval of the chief engineer of the fire department, except that any such handling may be done direct between barge and naval vessels anchored in the outer harbor without securing such permit.

It shall be unlawful for any person to handle and deliver any liquid petroleum in bulk from any wharf to any vessel, or vice versa, unless such vessel is made fast to and is lying directly along side of such wharf.

Low flash point flammable liquids. - No vessel used for the transportation of petroleum products or flammable liquids in bulk which will flash below 100 degrees Fahrenheit, closed cup test, shall be permitted to lie alongside of or make fast to any wharf or vessel without first obtaining special permission therefore from the general manager; provided however, that nothing herein shall apply to any such vessel when the same is made fast to or lying alongside of any marine oil loading wharf.

Definition of flash point. - The determination of the flash point of liquids covered by these rules shall be in accordance with the American Society for Testing Materials' Standard Method of Tests, Designation D 56-36, using the Tag Closed Tester for all volatile flammable liquids flashing below 175 degrees Fahrenheit with the exception of products classed as fuel oil, and using the Pensky-Martens Closed Tester for fuel oil, Designation D 93-46.

Empty drums, etc. - Empty drums, tanks, barrels, and other containers, used for the storage or transportation of gasoline, distillate, kerosene, or other flammable products, shall not be allowed to remain on any wharf or landing after sunset of the day received without securing a special permit so to do from the general manager, subject to the approval of the chief engineer of the fire department.

Explosives on vessels. - (a) It shall be unlawful for any person to handle, transport, load, discharge, stow, or retain any dangerous cargo on any vessel in Los Angeles Harbor unless such person shall have fully complied with the provisions of the federal regulations, entitled "EXPLOSIVES OR OTHER DANGEROUS ARTICLES ON BOARD VESSELS," as amended, promulgated by the Secretary of Commerce pursuant to Sec. 4472, as amended, U. S. Revised Statutes (46 U. S. C. Para. 170) and entitled "U.S. COAST GUARD TANK VESSEL REGULATIONS," as amended, promulgated pursuant to Sec. 4417a of the U. S. Revised Statutes (46 U.S.C. Para. 391a), and any other applicable federal,

state, or municipal laws or regulations.

(b) It shall be unlawful for any person to handle, transport, load, discharge, stow, store, or retain any class of explosives on any vessel, lighter or barge, on any dock or wharf, or in any transit shed, in Los Angeles Harbor, unless such person shall first have applied for and been issued a SPECIAL EXPLOSIVES PERMIT by the General Manager, subject to the approval of the Chief Engineer of the Los Angeles Fire Department, and unless such person shall agree to and shall comply with all of the terms and conditions that may be specified in such SPECIAL EXPLOSIVES PERMIT. The General Manager is authorized and empowered to issue such SPECIAL EXPLOSIVES PERMITS upon proper application therefor, and to provide therein such additional terms and conditions not contrary to or inconsistent with any applicable federal, state, or municipal laws or regulations, relative to the handling, transporting, loading, discharging, stowing, storing, or retention of all classes of explosives, as in his discretion may be necessary or desirable in the interest of public safety and security. Applications for SPECIAL EXPLOSIVES PERMITS shall be in writing, shall be made as far as practicable in advance of the time required for use, and shall include a description of and the quantity, stowage, and other pertinent information relative to the explosives desired to be handled, transported, loaded, discharged, stowed, stored, or retained.

(c) It shall be unlawful for any vessel to bring into Los Angeles Harbor, exclusive of the explosives anchorage, any Class A explosives, as defined in the specific federal regulations named in paragraph (a) of this rule, except as provided in this rule and in such quantities and in such places and manner as may be designated by the General Manager subject to the approval of the Chief Engineer of the Los Angeles Fire Department. It shall be unlawful for any person to discharge, unload or handle any Class A explosives, except small caliber fixed ammunition, directly from any vessel to or upon any wharf in Los Angeles Harbor, or to handle, load or stow the same from any wharf directly upon any vessel. Any vessel, upon entering Los Angeles Harbor, with any Class A explosives aboard, which intends to handle, load, discharge or stow other cargo in Los Angeles Harbor, shall first discharge all Class A explosives, except small caliber fixed ammunition, that are not stowed or contained in sealed hatches or sealed steel magazines, onto a barge, lighter or other vessel provided for the purpose at such point as may be designated by the General Manager or proper Federal authority before said vessel shall be allowed to berth at any wharf in Los Angeles Harbor. After such vessel has finished handling, discharging, loading or stowing her other cargo at berth, she shall pick up all of the aforesaid explosives on her way to sea. In case such Class A explosives are for discharge or unloading at Los Angeles Harbor, the same shall be transferred from such barge, lighter or other vessel to shore at such place

and in such manner, as the General Manager, subject to the approval of the Chief Engineer of the Los Angeles Fire Department may designate. Such Class A explosives for outbound shipment from Los Angeles shall be handled in the same manner as herein provided for inbound Class A explosives, and the General Manager may, subject to the approval of the Chief Engineer of the Los Angeles Fire Department, permit such outbound explosives to be delivered direct from shore boat to vessel at the place designated for that purpose by the General Manager or proper Federal authority. It shall be unlawful for any person to open any sealed hatch or sealed steel magazine containing any Class A explosives, except small caliber fixed ammunition, or to cause or permit any such sealed hatch or magazine to be opened, aboard any vessel while the same is berthed at any wharf in Los Angeles Harbor, except for purposes of inspection.

(d) Vessels carrying Class A explosives, as defined in the specific federal regulations named in paragraph (a) of this rule, shall immediately proceed to the explosives anchorage or to such other place as may be specially designated, and there be subject to an inspection by the General Manager and the Chief Engineer of the Los Angeles Fire Department. Should such inspection disclose conditions that in the opinion of the General Manager or the Chief Engineer of the Los Angeles Fire Department make any such vessel unsatisfactory or unsafe to enter Los Angeles Harbor, such vessel shall remain at or return to the explosives anchorage until such conditions have been corrected and such vessel has been passed by the General Manager, subject to the approval of the Chief Engineer of the Los Angeles Fire Department. If entry of any vessel, having Class A explosives on board, is not permitted by the General Manager, such vessel shall discharge any Class A explosives onto a barge, lighter or other vessel provided for the purpose at such place as may be designated by the General Manager or proper Federal authority before such vessel shall be allowed to berth at any dock or wharf in Los Angeles Harbor.

(e) It shall be unlawful for any vessel to bring 25 tons or more of ammonium nitrate into Los Angeles Harbor, exclusive of the explosives anchorage, unless a special permit shall have first been applied for and been issued by the General Manager, subject to the approval of the Chief Engineer of the Los Angeles Fire Department, and unless the terms and conditions of such special permit shall be fully complied with. Applications for such special permits shall be made as far in advance as practicable of the anticipated arrival of cargoes of ammonium nitrate consisting of 25 tons or more.

(f) The General Manager is authorized and empowered to refuse permission to any vessel carrying explosives or dangerous cargo to berth at any dock or wharf in Los Angeles Harbor whenever in his judgment such berthing would be dangerous or hazardous.

Explosives on wharves. - (a) Except as otherwise provided, it shall be unlawful for any person to permit any Class A explosives, as defined in the specific federal regulations named above, to remain on any dock or wharf or in any transit shed, or to be stored in any manner while awaiting transit on any street, railroad yard, or on any property under the control and jurisdiction of the Board of Harbor Commissioners unless such person shall have first applied for and been issued a SPECIAL EXPLOSIVES PERMIT, and unless such person shall agree to and shall comply with all the terms and conditions, including the provisions of adequate guards and specific locations, that may be specified in such SPECIAL EXPLOSIVES PERMIT.

(b) Except as otherwise provided, it shall be unlawful for any person to handle, transport, discharge, or load any Class A explosives, or to handle, transport, discharge, load, store, or retain any Class B or Class C explosives, all as defined in the specific federal regulations named above, on any dock or wharf or in any transit shed or on any property under the control and jurisdiction of the Board of Harbor Commissioners unless such person shall have first applied for and been issued a SPECIAL EXPLOSIVES PERMIT, and unless such person shall agree to and shall comply with all of the terms and conditions that may be specified in such SPECIAL EXPLOSIVES PERMIT.

Bonfires. - It shall be unlawful for any person to make or use any bonfire or open fire for the burning of rubbish or refuse materials on any premises under the jurisdiction of the Board, except at such places as may be designated by the General Manager.

Fire fighting apparatus. - It shall be unlawful for any person to obstruct or interfere with the free and easy access to, or to use, remove or in any manner distrub, any fire extinguisher, fire hose, fire hydrant, or any part of any fire sprinkler system, or any other fire-fighting appliance or apparatus installed in or upon any wharf, warehouse or other building, structure or premises under the jurisdiction of the Board, except for the prevention of fire; provided, however, that nothing herein contained shall prevent the making of necessary repairs or tests by any person duly authorized so to do.

Spark protector. - Every steam or donkey engine when used upon any wharf or landing, and every pile driver when working on or alongside any wharf, must have upon its smokestack a bonnet or spark catcher that will effectually prevent sparks from falling upon such wharf or upon the deck of any vessel. In operating any donkey or hoisting engine in or under any shed there must be provided by the owner or operator a bent or curved pipe, with spark arrester, extending to the outside of the shed, and owners' and operators of such engines must clean up and remove all ashes, cinders and waste from their engines.

Smoking. - (a) It shall be unlawful for any person to smoke or possess any burning cigarette, cigar or pipe, or to light any match, cigarette lighter, cigar lighter, or to use or operate any other apparatus or contrivance for producing a spark, flame or fire, or to use or carry any open flame or lighted lantern, or for any person to permit any smoking or the possession of any burning cigarette, cigar or pipe, or the lighting of any match, cigarette lighter, cigar lighter, or the use or operation of any other apparatus or contrivance for producing a spark, flame or fire, or the use or carrying of any open flame or lighted lantern, upon any wharf or municipal ferry or in any transit shed in Los Angeles Harbor, except in such areas thereon or therein as may be authorized and posted as smoking areas by the General Manager, subject to the approval of the Chief Engineer of the Los Angeles Fire Department.

(b) It shall be unlawful for any person to smoke or possess any burning cigarette, cigar or pipe, or to light any match, cigarette lighter, cigar lighter, or to use or operate any other apparatus or contrivance for producing a spark, flame or fire, or for any person to permit any smoking or the possession of any burning cigarette, cigar or pipe, or the lighting of any match, cigarette lighter, cigar lighter, or the use or operation of any other apparatus or contrivance for producing a spark, flame or fire, or the use or carrying of any open flame or lighted lantern, on board vessel while anchored, moored or berthed at any dock or wharf in Los Angeles Harbor while Class A explosives are being loaded or discharged; or at any other time, except at such times and in such places, exclusive of cargo holds and hatches, as may be permitted by the master or other person in charge of any such vessel and as may not be in violation of any applicable federal, state or local laws or regulations.

Motor vehicles on wharves. - It shall be unlawful for any person to drive or operate any motor vehicle onto or upon any wharf or landing at Los Angeles Harbor except for the purpose of loading or discharging freight or passengers, or while actually engaged in the performance of necessary duties which require the presence of such vehicle on such wharf or landing. Vehicles must be under the constant attendance of an operator who shall immediately remove such vehicle from such wharf or landing upon the completion of necessary business thereon.

Dripping oil. - It shall be unlawful for any person to drive or operate, or to cause or permit to be driven or operated, onto or across any wharf or landing, any motor vehicle from which any gasoline or oil is dripping.

Filling fuel tanks. - Fuel tanks of any motor vehicle shall not be filled or emptied with gasoline, or other product of petroleum, while on any wharf or landing.

Sand for absorbing waste oil. - Suitable sand shall be kept in buckets and used for absorbing waste oil which may fall upon the floors of wharves, and such sand, when saturated, shall be removed to a safe place outside the wharf and premises. It shall be the duty of persons holding berth assignments to comply with and enforce this rule on wharves assigned to them.

Motor vehicles on wharves. - Motor vehicles to be stored on any wharf must be drained of all gasoline or other liquid petroleum products, except at such places as the Board may otherwise designate.

Chutes required. - It shall be unlawful for any person to handle or transfer any fish, coal, ballast, stone, bricks, ashes, cinders, sand, rubbish, or other loose matter or material that will sink, from any wharf to any vessel, or vice versa, or from one vessel to another vessel, unless a canvas or other chute or contrivance is used in such a manner as will effectually prevent any part of such substances from falling into the water.

Life preservers. - It shall be the duty of every owner, agent, lessee or operator of any wharf at Los Angeles Harbor to furnish and keep in place on such wharf suitable ring life preservers with ropes or lines attached thereto at least two hundred feet in length.

Weight on wharves. - No weight exceeding 500 pounds per square foot, or its equivalent, shall be allowed or permitted on any wharf. No load exceeding 7 1/2 tons, except in case of a single package, shall be admitted on or taken off any wharf. A single package exceeding 7 1/2 tons may be admitted on or taken off a wharf with permission of the General Manager and upon compliance with such conditions as he may impose.

Wharves in dangerous condition. - Whenever any wharf or any portion thereof located at Los Angeles Harbor is in such defective or damaged condition as to be unsafe or dangerous to persons or property on or near the same, it shall be the duty of the owner, agent or person in charge thereof to immediately fence such unsafe or dangerous wharf, or portion thereof, and keep the same so enclosed until the necessary repairs are made. Whenever any wharf, or any material on any wharf, shall fall into the water, it shall be the duty of the owner, agent or person in charge of such wharf or material to forthwith remove the same from such waters and if such owner, agent or person in charge thereof, neglects, fails, or refuses to comply with the orders of the Harbor Department it shall be the

duty of the General Manager to fence, repair or remove the same, in which event such owner, agent or other person aforesaid shall be liable for and charged with the cost and expense of such removal.

Wilful damage to property. - Every person and every vessel responsible for any damage to any municipal property of any kind or character under the jurisdiction of the Board shall be held liable for and charged with the cost and expense of the replacement or repair of the property so damaged or destroyed. In the event any damage is done to a wharf or wharf premises by any person or vessel, the wharfinger in charge must forthwith report in writing to the General Manager the extent of the damage, together with the name of the person or vessel causing such damage, the date and hour, if possible, and the names and addresses of persons witnessing such accident. The expense of repairing said damage will be charged against the person or vessel responsible therefor.

Speed limit on wharves. - Any person operating or driving a motor vehicle or other vehicle upon any municipal wharf shall operate or drive the same at a careful and prudent speed not greater than is reasonable and proper, having due regard to the traffic, surface and use of the wharf. Maximum rate of speed allowed shall be 10 miles per hour.

Motor vehicles for hire - It shall be unlawful for any person to operate any passenger carrying motor vehicle for hire upon any of the wharves, lands or roadways under the jurisdiction of the Board without first having obtained a permit so to do from the General Manager. Passenger carrying vehicles operated over harbor department roadways between fixed terminal as common carriers for hire shall not be included under this rule.

Inspection. - Every member of the Board, the General Manager, and his duly authorized agent are hereby authorized and empowered to enter and inspect any vessel to ascertain the kind and character of merchandise or cargo thereon, or her condition in any respect; and are also authorized and empowered to enter and inspect any wharf, warehouse, or other industry or establishment situated in territory within the jurisdiction of the Board for the purpose of carrying out the powers and duties imposed upon the Board by the charter of the City of Los Angeles or otherwise by law.

Penalties. - It shall be unlawful for any person, firm or corporation to utilize or make use of any wharf, landing or other utility operated by the City of Los Angeles, or to make use of the navigable waters of Los Angles Harbor, without paying to said Board the proper toll, charge or fee therefor as may be fixed and specified in this order, and every person, firm or corporation violating any of the provisions of this order respecting the payment of any such toll, charge or fee, shall be deemed guilty of a misdemeanor

and upon conviction thereof shall be punishable by a fine of not more than $500 or by imprisonment in the city jail for a period of not more than 6 months, or by both such fine and imprisonment.

It shall be unlawful for any person, firm or corporation to fail, refuse or neglect to comply with any of the provisions of the rules and regulations prescribed by this order, and any person, firm or corporation violating any of the provisions of these rules and regulations shall be guilty of a misdemeanor and upon conviction thereof shall be punishable by a fine of not more than $500 or by imprisonment in the city jail for a period of not more than 6 months, or by both such fine and imprisonment.

# LONGSHORE LABOR

## ALASKA, PACIFIC COAST AND HAWAII

### INTRODUCTION

The tabulated data on longshore labor in Alaskan, Pacific Coast and Hawaiian ports has been extracted and assembled after study and analysis of labor-management collective bargaining agreements and various statistical publications prepared by the International Longshoremen's and Warehousemen's Union, Independent, representing the employees, and the Pacific Maritime Association, representing employers in Pacific Coast ports.

The aforementioned labor-management agreements stipulate base wage rates and related pay schedules effective mid-June, 1960. These agreements, while providing for annual wage reviews, do not prescribe the increased hourly pay rates for subsequent years as do the agreements for Atlantic Coast ports. Base wage rates, overtime and penalty cargo rates shown for Alaska, Pacific Coast and Hawaii are therefore in effect as of January 1, 1961, but subject to change upon the various contract's anniversary dates, generally during June 1961.

### ALASKA

Of the seven Alaskan ports included in the following tabulations, only two are covered by contracts of the Marine Staff Officers, Office and Allied Personnel, Alaska District, an affiliate of the Seafarers' International Union of North America, (SIUNA) Pacific District, AFL-CIO. The remaining five Alaskan ports are covered by contracts with the International Longshoremen's and Warehousemen's Union, (ILWU) Independent.

Longshore labor in the Alaskan ports is affected by the longstanding agreement between the Sailors' Union of the Pacific, an affiliate of the SIUNA, Pacific District, and both the shipowners in the Alaska Trade and Alaskan longshore unions, that sailors aboard ship will be accorded the right to perform the work of longshoremen in loading and discharging cargo at one hold of the ship when in Alaskan ports. The SIUNA, in its agreements covering the ports of Anchorage and Kodiak longshore work, provides for the participation of sailors in the handling of cargo.

The ILWU agreements for the ports of Seward, Juneau, Sitka, Wrangell and Ketchikan do not specifically provide for the performance of longshore work by ships' crews. However, the regular availability of a skilled longshore work force in all Alaskan ports is such that some reliability must be placed on ships' crews for the handling of cargo to whatever extent local port conditions may necessitate.

All longshore wage rates for the Alaskan ports are based on rates prevailing in Pacific Coast ports, supplemented by a 30 percent differential. Basic hourly straight and overtime wage rates differ between the SIUNA and the ILWU ports due to the higher hourly rates paid in Anchorage and Kodiak which include supplemental allowance in lieu of established vacations, welfare and pensions. Longshoremen in the ILWU ports do not receive any supplemental allowances for fringe benefits as employers make specified contributions into jointly administered funds for vacations, welfare and pensions. Special supplementary hourly rates for various categories of penalty cargo also differ between the SIUNA and ILWU ports as shown

in the following tabulations.

PACIFIC COAST

Of the thirty-two ports in the tri-state area comprising the Pacific Coast, all but Port Angeles, Washington are covered by longshore contracts of the ILWU. Longshore labor at Port Angeles has been represented since 1958 by the SIUNA, successor to the International Brotherhood of Longshoremen.

The ILWU coastwise longshore agreement is a standardized contract with basic provisions applicable to all ports. Exceptions or variations exist in several areas due to local customs, practices, procedures or circumstances which are not always reflected in the formal labor-management agreements and are therefore excluded from the following tabulations. The standard coastwise longshore agreement, originally due to expire in 1962, has been extended for five years with annual reviews on wages and other matters. The basic provisions of this coastwise agreement are the subject of the following tabulated material, reflecting straight time, overtime and penalty cargo rates, together with minimum work guarantees.

The Mechanization and Modernization Agreement reached between labor and management in October, 1960, supplements the standard coastwise longshore agreement and provides:

1. No layoffs
2. A guarantee of minimum weekly earnings
3. Early retirement or lump benefit at normal retirement
4. Additional death and disability benefits
5. No speedup or infringement of safety rules

In exchange for these provisions and the attendant costs, the employers are relieved from contract restrictions governing work rules on sling loads,

first place of rest, multiple handling, gang sizes and manning scales, so as to permit efficient operation by changed methods of work and utilization of labor saving devices.

Time has not yet permitted full implementation of the various forms of containerization or unitization which can be applied to cargo operations. As management prepares to extend modernization on the piers or initiate other aspects of labor-saving procedures, the related impact on minimum work guarantees, gang sizes and sling load limits will reflect the degree of cooperation which labor and management has successfully attained in this regard. Employer contributions, which will maintain the Mechanization and Modernization Fund whereby longshore labor will share in the savings realized by new cargo operations, are not yet too clearly defined. These observations, coupled with the fact that current cargo operations of the conventional type will predominate in Pacific Coast ports during the immediate future, have indicated the practicality of postponing, at this time, a detailed study on longshore work methods as they may be affected by area-wide mechanized cargo operations.

HAWAII

Of the six Hawaiian ports included in the following tabulated data, all but Kawaihae are covered by ILWU longshore contracts. The port of Kawaihae maintains no regular constituted longshore gangs. Bulk sugar and molasses cargoes provide the only activity at a new sugar pier facility.

The basic hourly straight time longshore wage rate in the Hawaiian ports first attained parity with Pacific Coast longshore rate on

June 16, 1959. Commencing in early 1950, the Hawaiian longshoreman's basic wage rate was 31 cents below that of his Pacific Coast counterpart. As the respective basic hourly wage rates slowly increased each year, the gap between these rates narrowed although the Hawaiian rate was subjected to a time lag approximating two years before reaching the same wage rate level of the Pacific Coast. This time lag was also reduced during the ten year period, decreasing to 18 months in 1956 and to 8 months in 1957. In 1958, the wage rate differential between the two areas amounted to three cents, this differential finally being eliminated in June of 1959.

Supplementary hourly wage rates for penalty cargoes while patterned after those used in Pacific Coast ports, do not cover many of the higher penalties paid for the handling of certain commodities. In many instances, it is the absence of the penalty cargoes in certain categories which would render several of the penalty rates meaningless. It is to be noted that the double time rate of pay when handling explosives is not applied to the Hawaiian ports.

General provisions contained in the collective bargaining agreements for the Alaskan, Pacific Coast and Hawaiian ports have a tendency to follow labor-management agreements usually initiated at San Francisco. This basic standardization will be found in considerable evidence throughout the following pages of tabulated data.

TABLE XII

MAJOR PROVISIONS OF LONGSHORE LABOR CONTRACTS

ATLANTIC AND PACIFIC COASTS - ALASKA AND HAWAII

| | ATLANTIC COAST PORTS | | PACIFIC COAST PORTS | ALASKA | HAWAII |
|---|---|---|---|---|---|
| | NORTH ATLANTIC [1] | SOUTH ATLANTIC [2] | | | |
| CONTRACTS: | | | | | |
| Effective Date | Oct. 1, 1959 | Dec. 1, 1959 | June 15, 1959 | June 16, 1959 | June 18, 1956 |
| Termination Date | Sept. 30, 1962 | Sept. 30, 1962 | June 15, 1962 | June 15, 1962 | June 15, 1961 [3] |
| HOURLY WAGE RATES: | | | | | |
| Effective Date | Oct. 1, 1960 | Oct. 1, 1960 | June 13, 1960 | June 13, 1960 [4] | June 16, 1960 |
| Straight Time Rate | $ 2.97 | $ 2.91 | $ 2.82 | $ 3.67 [4] | $ 2.82 |
| Overtime Rate | $ 4.455 | $ 4.365 | $ 4.23 | $ 5.505 [4] | $ 4.23 |
| Automatic Increase Due | Oct. 1, 1961 | Oct. 1, 1961 | None | None [5] | None [5] |
| Increased S.T. Rate | $ 3.02 | $ 2.96 | - | - | - |
| Increased O.T. Rate | $ 4.53 | $ 4.44 | - | - | - |
| DAILY STRAIGHT TIME HOURS: | | | | | |
| Mondays through Fridays | 8 (bet. 8am-5pm) | 8 (bet. 8am-5pm) | First 6 (bet. 8am-5pm) | First 6 (bet. 8am-5pm) | 8 (bet. 7am-4pm) |
| EMPLOYER CONTRIBUTIONS: | | | | | |
| Pension Fund (per man-hr.) | 14 cents | - | 15 cents | 17½¢ S.T.; 26¢ O.T. | 14 cents |
| Welfare Fund do | 21 cents [7] | 48 cents [9] | 14 cents | $.1375 [11] [12] | $ 9.09 per mo. [13] |
| Vacation Fund do | 21 cents [8] | - | 22 cents [10] | 15¢ S.T.; 22½¢ O.T. | None [14] |

1/ Searsport, Maine to Hampton Roads, Virginia.
2/ Morehead City, North Carolina to Miami, Florida.
3/ Termination date to coincide with date of wage review between PMA and ILWU at San Francisco.
4/ Includes 30 percent Alaska Differential; Straight Time Rate of $4.085 applies to ports of Anchorage and Kodiak.
5/ Includes 30 percent Alaska Differential; Overtime Rate of $6.13 applies to ports of Anchorage and Kodiak.
6/ Except for such increases granted longshoremen in Pacific Coast ports.
7/ Includes 6 cents per man-hour for clinics.
8/ Provides 2 weeks for 1,100 hours or 3 weeks for 1,300 hours annual employment.
9/ Amount for Pension, Welfare and Vacation Funds determined by Board of Trustees.
10/ Applies to California and Oregon; employer contribution of 24¢ per man-hour prevails in Washington ports.
11/ Employer contribution can be increased to 15¢ per man-hour if Fund falls below $20,000.
12/ Excludes Anchorage and Kodiak where employer adds supplementary payments to the basic hourly rate in lieu of contributions to Pension, Welfare and Vacation Funds.
13/ Employee contributions of $5.37 (single) and $8.62 (married) are made in addition to employers' contributions.
14/ Employer pays vacation expense without benefit of special vacation fund. Contract provides: 1 week for 1 year continuous service, 2 weeks for 2 years of continuous service and 3 weeks for 15 or more years of continuous service.

**Source:** Division of Labor Data, Maritime Administration

TABLE XIII

ALASKA, PACIFIC COAST AND HAWAII

LONGSHORE LABOR NORMALLY AVAILABLE - BY MEN AND GANGS

| PORT | NUMBER OF MEN[1] | NUMBER OF GANGS | REMARKS |
|---|---|---|---|
| ALASKA | | | |
| Anchorage | 200 | 8 | |
| Kodiak | 16 | 1 | |
| Seward | 100 | 9 | |
| Juneau | 20 | 2 | |
| Sitka | 10 | 1 | |
| Wrangell | 10 | 1 | |
| Ketchikan | 20 | 2 | |
| PACIFIC COAST | | | |
| WASHINGTON | | | |
| Bellingham | 62 | 5 | |
| Anacortes | 25 | 4 | |
| Everett | 63 | 6 | |
| Seattle | 1,679 | 47 | Includes Port Gamble, Wash. |
| Takoma | 452 | 28 | |
| Olympia | 123 | 8 | |
| Port Townsend | 8 | 1 | |
| Port Angeles | 161 | 11 | |
| Gray's Harbor | 132 | 10 | |
| Willapa Harbor | 54 | 5 | Work force based at Raymond, Wash. |
| Kalama | - | - | Labor from Longview and Vancouver. |
| Longview | 226 | 10 | |
| Vancouver | 170 | 8 | |
| OREGON | | | |
| Portland | 1,349 | 44 | Includes Rainier, Ore. |
| St. Helens | 75 | 5 | |
| Astoria | 143 | 8 | |
| Yaquina Harbor | 112 | 7 | Work force based at Newport, Ore. |
| Coos Bay | 507 | 27 | Includes Bandon, Ore. |
| CALIFORNIA | | | |
| Humboldt Bay | 151 | 10 | Work force based at Eureka, Cal. |
| San Francisco | 5,106 | 204 | |
| Alameda | - | - | Work force based at San Francisco. |
| Oakland | - | - | do |
| Richmond | - | - | do |
| San Pablo Bay | - | - | do |
| Carquinez Straits | - | - | do |
| Suisun Bay | - | - | do |
| Redwood City | - | - | do |

ALASKA, PACIFIC COAST AND HAWAII

LONGSHORE LABOR NORMALLY AVAILABLE - BY MEN AND GANGS

| PORT | NUMBER OF MEN[1] | NUMBER OF GANGS | REMARKS |
|---|---|---|---|
| CALIFORNIA (continued) | | | |
| Stockton | 562 | 25 | |
| Port Hueneme | 112 | 6 | |
| Los Angeles | - | - | Work force based at Long Beach. |
| Long Beach | 3,838 | 113 | |
| San Diego | 145 | 10 | |
| HAWAII | | | |
| Port Allen | - | - | Work force based at Nawiliwili. |
| Nawiliwili | 105 | 8 | |
| Honolulu | 1,394 | 54 | |
| Kahului | 135 | 9 | |
| Hilo | | | |
| Kawaihae | - | - | Bulk Sugar operations only. |

1/ Includes Longshoremen, Machine Operators, Foremen, Clerks, Checkers, Carpenters, Watchmen, etc., where available.

**Source: Division of Labor Data, Maritime Administration**

TABLE XIV
ALASKA, PACIFIC COAST AND HAWAII - LONGSHORE WAGE RATES

Basic hourly Rates, Skill Differentials and
Penalty Cargo Rates from 10¢ to 45¢
(Hawaii - from 10¢ to 20¢)

| Port | Rating | Basic Hourly Str. Time Rate | Skill[6] Differential | Plus Skill Differential Str. Time | Plus Skill Differential Overtime | Plus 10¢[5] Str. Time | Plus 10¢[5] Overtime | Plus 20¢[6] Str. Time | Plus 20¢[6] Overtime | Plus 30¢[7] Str. Time | Plus 30¢[7] Overtime | Plus 45¢[8] Str. Time | Plus 45¢[8] Overtime |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALASKA | | | | | | | | | | | | | |
| Anchorage (SIUNA)[1] | Longshoremen | $4.19 | $ - | $4.19 | $6.285 | $4.29 | $6.435 | $4.39 | $6.585 | | | | |
| | Jitney Driver | | .10 | 4.29 | 6.435 | 4.39 | 6.585 | 4.49 | 6.735 | | | | |
| | Fork Lift Operator | | .10 | 4.29 | 6.435 | 4.39 | 6.585 | 4.49 | 6.735 | | | | |
| | Gear Men | | .25 | 4.44 | 6.66 | 4.54 | 6.81 | 4.64 | 6.96 | | | | |
| | Hatch Tender | | .25 | 4.44 | 6.66 | 4.54 | 6.81 | 4.64 | 6.96 | | | | |
| | Winch Driver | | .25 | 4.44 | 6.66 | 4.54 | 6.81 | 4.64 | 6.96 | | | | |
| | Bulldozer Operator | | .25 | 4.44 | 6.66 | 4.54 | 6.81 | 4.64 | 6.96 | | | | |
| | Walking Bosses | | .50 | 4.69 | 7.035 | 5.19 | 7.785 | 4.89 | 7.335 | | | | |
| | Checkers | | .10 | 4.29 | 6.435 | 4.39 | 6.585 | 4.49 | 6.735 | | | | |
| Kodiak (SIUNA)[2] | Longshoremen | 4.085 | - | 4.085 | 6.13 | 4.185 | 6.28 | 4.285 | 6.43 | | | | |
| | Winch Driver | | .15 | 4.235 | 6.35 | 4.335 | 6.50 | 4.435 | 6.65 | | | | |
| | Hatch Tender | | .15 | 4.235 | 6.35 | 4.335 | 6.50 | 4.435 | 6.65 | | | | |
| | Donkey Driver | | .15 | 4.235 | 6.35 | 4.335 | 6.50 | 4.435 | 6.65 | | | | |
| | Boom Man | | .15 | 4.235 | 6.35 | 4.335 | 6.50 | 4.435 | 6.65 | | | | |
| | Jitney Driver | | .15 | 4.235 | 6.35 | 4.335 | 6.50 | 4.435 | 6.65 | | | | |
| | Burton Man | | .15 | 4.235 | 6.35 | 4.335 | 6.50 | 4.435 | 6.65 | | | | |
| | Lift Truck Driver | | .15 | 4.235 | 6.35 | 4.335 | 6.50 | 4.435 | 6.65 | | | | |
| | Sack Turner | | .15 | 4.235 | 6.35 | 4.335 | 6.50 | 4.435 | 6.65 | | | | |
| | Side Runner | | .15 | 4.235 | 6.35 | 4.335 | 6.50 | 4.435 | 6.65 | | | | |
| | Blade Trucker | | .15 | 4.235 | 6.35 | 4.335 | 6.50 | 4.435 | 6.65 | | | | |
| | Mech. Bulk Loader | | .15 | 4.235 | 6.35 | 4.335 | 6.50 | 4.435 | 6.65 | | | | |
| Seward | S E E P O R T O F J U N E A U (ILWU) | | | | | | | | | | | | |
| Juneau (ILWU)[3] | Longshoremen | 3.665 | - | 3.665 | 5.50 | 3.765 | 5.65 | 3.865 | 5.80 | $3.965 | $5.95 | $4.115 | $6.17 |
| | Gang Boss | | .15 | 3.815 | 5.72 | 3.915 | 5.875 | 4.015 | 6.025 | 4.115 | 6.17 | 4.265 | 6.40 |
| | Winch Driver | | .15 | 3.815 | 5.72 | 3.915 | 5.875 | 4.015 | 6.025 | 4.115 | 6.17 | 4.265 | 6.40 |
| | Hatch Tender | | .15 | 3.815 | 5.72 | 3.915 | 5.875 | 4.015 | 6.025 | 4.115 | 6.17 | 4.265 | 6.40 |
| | Donkey Driver | | .15 | 3.815 | 5.72 | 3.915 | 5.875 | 4.015 | 6.025 | 4.115 | 6.17 | 4.265 | 6.40 |
| | Boom Man | | .15 | 3.815 | 5.72 | 3.915 | 5.875 | 4.015 | 6.025 | 4.115 | 6.17 | 4.265 | 6.40 |
| | Jitney Driver | | .15 | 3.815 | 5.72 | 3.915 | 5.875 | 4.015 | 6.025 | 4.115 | 6.17 | 4.265 | 6.40 |
| | Burton Man | | .15 | 3.815 | 5.72 | 3.915 | 5.875 | 4.015 | 6.025 | 4.115 | 6.17 | 4.265 | 6.40 |
| | Lift Truck Driver | | .15 | 3.815 | 5.72 | 3.915 | 5.875 | 4.015 | 6.025 | 4.115 | 6.17 | 4.265 | 6.40 |
| Sitka | S E E P O R T O F J U N E A U (ILWU) | | | | | | | | | | | | |
| Wrangell | S E E P O R T O F J U N E A U (ILWU) | | | | | | | | | | | | |
| Ketchikan | S E E P O R T O F J U N E A U (ILWU) | | | | | | | | | | | | |
| PACIFIC COAST PORTS | | | | | | | | | | | | | |
| WASHINGTON | | | | | | | | | | | | | |
| Bellingham | Longshoremen | 2.82 | - | 2.82 | 4.23 | 2.92 | 4.38 | 3.02 | 4.53 | 3.12 | 4.68 | 3.27 | 4.905 |
| | Bulldozer Operator | | .30 | 3.12 | 4.68 | 3.22 | 4.83 | 3.32 | 4.98 | 3.42 | 5.13 | 3.57 | 5.355 |
| | Drivers, Mech. Equip. | | .15 | 2.97 | 4.455 | 3.07 | 4.605 | 3.17 | 4.755 | 3.27 | 4.905 | 3.42 | 5.13 |
| | Hatch Tender | | .15 | 2.97 | 4.455 | 3.07 | 4.605 | 3.17 | 4.755 | 3.27 | 4.905 | 3.42 | 5.13 |
| | Blade Trucker, Ship | | .25 | 3.07 | 4.605 | 3.17 | 4.755 | 3.27 | 4.905 | 3.37 | 5.055 | 3.52 | 5.28 |
| | Blade Trucker, Dock | | .15 | 2.97 | 4.455 | 3.07 | 4.605 | 3.17 | 4.755 | 3.27 | 4.905 | 3.42 | 5.13 |
| | Boom Man | | .15 | 2.97 | 4.455 | 3.07 | 4.605 | 3.17 | 4.755 | 3.27 | 4.905 | 3.42 | 5.13 |
| | Burton Man | | .15 | 2.97 | 4.455 | 3.07 | 4.605 | 3.17 | 4.755 | 3.27 | 4.905 | 3.42 | 5.13 |
| | Donkey Driver | | .15 | 2.97 | 4.455 | 3.07 | 4.605 | 3.17 | 4.755 | 3.27 | 4.905 | 3.42 | 5.13 |
| | Sack Turner | | .15 | 2.97 | 4.455 | 3.07 | 4.605 | 3.17 | 4.755 | 3.27 | 4.905 | 3.42 | 5.13 |

TABLE XIV

ALASKA, PACIFIC COAST AND HAWAII - LONGSHORE WAGE RATES

Basic Hourly Rates, Skill Differentials and
Penalty Cargo Rates from 10¢ to 45¢
(Hawaii - from 10¢ to 20¢)

| Port | Rating | Basic Hourly Str. Time Rate | Skill[1] Differential | Plus Skill Differential Str. Time | Plus Skill Differential Overtime | Plus 10¢[2] Str. Time | Plus 10¢[2] Overtime | Plus 20¢[6] Str. Time | Plus 20¢[6] Overtime | Plus 30¢[7] Str. Time | Plus 30¢[7] Overtime | Plus 45¢[8] Str. Time | Plus 45¢[8] Overtime |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WASHINGTON, Cont'd | | | | | | | | | | | | | |
| Bellingham, Cont'd | Side Runner | $2.82 | $ .15 | $2.97 | $4.455 | $3.07 | $4.605 | $3.17 | $4.755 | $3.27 | $4.905 | $3.42 | $5.13 |
| | Stowing Mach. Opr. | 2.82 | .15 | 2.97 | 4.455 | 3.07 | 4.605 | 3.17 | 4.755 | 3.27 | 4.905 | 3.42 | 5.13 |
| Anacortes | S E E P O R T O F B E L L I N G H A M | | | | | | | | | | | | |
| Everett | " " | " | | " | | | | | | | | | |
| Seattle | " " | " | | " | | | | | | | | | |
| Tacoma | " " | " | | " | | | | | | | | | |
| Olympia | " " | " | | " | | | | | | | | | |
| Port Townsend | " " | " | | " | | | | | | | | | |
| Port Angeles | " " | " | | " | | | | | | | | | |
| Grays Harbor | " " | " | | " | | | | | | | | | |
| Willipa Harbor (Raymond) | " " | " | | " | | | | | | | | | |
| Kalama | " " | " | | " | | | | | | | | | |
| Longview | " " | " | | " | | | | | | | | | |
| Vancouver | " " | " | | " | | | | | | | | | |
| OREGON | | | | | | | | | | | | | |
| Portland | Longshoremen | 2.82 | - | 2.82 | 4.23 | 2.92 | 4.38 | 3.02 | 4.53 | 3.12 | 4.68 | 3.27 | 4.905 |
| | Bulldozer Operator | | .30 | 3.12 | 4.68 | 3.22 | 4.83 | 3.32 | 4.98 | 3.42 | 5.13 | 3.57 | 5.355 |
| | Drivers, Mech. Equip. | | .15 | 2.97 | 4.455 | 3.07 | 4.605 | 3.17 | 4.755 | 3.27 | 4.905 | 3.42 | 5.13 |
| | Hatch Tender | | .15 | 2.97 | 4.455 | 3.07 | 4.605 | 3.17 | 4.755 | 3.27 | 4.905 | 3.42 | 5.13 |
| | Gang Boss (Coos Bay) | | .25 | 3.07 | 4.605 | 3.17 | 4.755 | 3.27 | 4.905 | 3.37 | 5.055 | 3.52 | 5.28 |
| | Gang Boss (Other) | | .20 | 3.02 | 4.53 | 3.12 | 4.68 | 3.22 | 4.83 | 3.32 | 4.98 | 3.47 | 5.205 |
| | Bull Winch Driver | | .15 | 2.97 | 4.455 | 3.07 | 4.605 | 3.17 | 4.755 | 3.27 | 4.905 | 3.42 | 5.13 |
| | Crane Chaser | | .15 | 2.97 | 4.455 | 3.07 | 4.605 | 3.17 | 4.755 | 3.27 | 4.905 | 3.42 | 5.13 |
| | Boom Man | | .15 | 2.97 | 4.455 | 3.07 | 4.605 | 3.17 | 4.755 | 3.27 | 4.905 | 3.42 | 5.13 |
| | Burton Man | | .15 | 2.97 | 4.455 | 3.07 | 4.605 | 3.17 | 4.755 | 3.27 | 4.905 | 3.42 | 5.13 |
| | Donkey Driver | | .15 | 2.97 | 4.455 | 3.07 | 4.605 | 3.17 | 4.755 | 3.27 | 4.905 | 3.42 | 5.13 |
| | Sack Turner | | .15 | 2.97 | 4.455 | 3.07 | 4.605 | 3.17 | 4.755 | 3.27 | 4.905 | 3.42 | 5.13 |
| | Side Runner | | .15 | 2.97 | 4.455 | 3.07 | 4.605 | 3.17 | 4.755 | 3.27 | 4.905 | 3.42 | 5.13 |
| | Stowing Mach. Opr. | | .15 | 2.97 | 4.455 | 3.07 | 4.605 | 3.17 | 4.755 | 3.27 | 4.905 | 3.42 | 5.13 |
| St. Helens | S E E P O R T O F P O R T L A N D | | | | | | | | | | | | |
| Astoria | " " | " | | " | | | | | | | | | |
| Yaquina Harbor (Newport) | " " | " | | " | | | | | | | | | |
| Coos Bay | " " | " | | " | | | | | | | | | |

TABLE XIV

ALASKA, PACIFIC COAST AND HAWAII - LONGSHORE WAGE RATES

Basic Hourly Rates, Skill Differentials and
Penalty Cargo Rates from 10¢ to 45¢
(Hawaii - from 10¢ to 20¢)

| Port | Rating | Basic Hourly Str. Time Rate | Skill[4] Differential | Plus Skill Differential Str. Time | Plus Skill Differential Overtime | Plus 10¢[5] Str. Time | Plus 10¢[5] Overtime | Plus 20¢[6] Str. Time | Plus 20¢[6] Overtime | Plus 30¢[7] Str. Time | Plus 30¢[7] Overtime | Plus 45¢[8] Str. Time | Plus 45¢[8] Overtime |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CALIFORNIA | | | | | | | | | | | | | |
| Humboldt Bay | Longshoremen | $2.82 | $ - | $2.82 | $4.23 | $2.92 | $4.38 | $3.02 | $4.53 | $3.12 | $4.68 | $3.27 | $4.905 |
| | Bulldozer Operator | | .30 | 3.12 | 4.68 | 3.22 | 4.83 | 3.32 | 4.98 | 3.42 | 5.13 | 3.57 | 5.355 |
| | Drivers, Mech. Equip. | | .15 | 2.97 | 4.455 | 3.07 | 4.605 | 3.17 | 4.755 | 3.27 | 4.905 | 3.42 | 5.13 |
| | Hatch Tender | | .15 | 2.97 | 4.455 | 3.07 | 4.605 | 3.17 | 4.755 | 3.27 | 4.905 | 3.42 | 5.13 |
| | Gang Boss | | .20 | 3.02 | 4.53 | 3.12 | 4.68 | 3.22 | 4.83 | 3.32 | 4.98 | 3.47 | 5.205 |
| | Gang Boss (Fort Huesnne) | | .40 | 3.22 | 4.83 | 3.32 | 4.98 | 3.42 | 5.13 | 3.52 | 5.28 | 3.67 | 5.5 |
| | Gay Man (Southern Calif. Ports only) | | .15 | 2.97 | 4.455 | 3.07 | 4.605 | 3.17 | 4.755 | 3.27 | 4.905 | 3.42 | [illegible] |
| | Burton Man (Southern Calif. Ports only) | | .15 | 2.97 | 4.455 | 3.07 | 4.605 | 3.17 | 4.755 | 3.27 | 4.905 | 3.42 | .13 |
| San Francisco | S E E P O R T O F H U M B O L D T B A Y | | | | | | | | | | | | |
| Alameda | " " " " " | | | | | | | | | | | | |
| Oakland | " " " " " | | | | | | | | | | | | |
| Richmond | " " " " " | | | | | | | | | | | | |
| San Pablo | " " " " " | | | | | | | | | | | | |
| Carquinez Straits (S. F.) | " " " " " | | | | | | | | | | | | |
| Suisun Bay (S. F.) | " " " " " | | | | | | | | | | | | |
| Redwood City (S. F.) | " " " " " | | | | | | | | | | | | |
| Stockton | " " " " " | | | | | | | | | | | | |
| Port Huesnne | " " " " " | | | | | | | | | | | | |
| Los Angeles | " " " " " | | | | | | | | | | | | |
| Long Beach | " " " " " | | | | | | | | | | | | |
| San Diego | " " " " " | | | | | | | | | | | | |

| Port | Rating | Basic Hourly Rates Str. Time | Basic Hourly Rates Overtime | Plus 10¢[9] Str. Time | Plus 10¢[9] Overtime | Plus 15¢[10] Str. Time | Plus 15¢[10] Overtime | Plus 20¢[11] Str. Time | Plus 20¢[11] Overtime |
|---|---|---|---|---|---|---|---|---|---|
| HAWAIIAN ISLANDS | | | | | | | | | |
| Port Allen | S E E P O R T O F H O N O L U L U | | | | | | | | |
| Nawiliwili | " " " " " | | | | | | | | |
| Honolulu | Longshoremen | $2.82 | $4.23 | $2.92 | $4.38 | $2.97 | $4.455 | $3.02 | $4.53 |
| | Winch Driver | 3.02 | 4.53 | 3.12 | 4.68 | 3.17 | 4.755 | 3.22 | 4.83 |
| | Hatch Tender | 2.92 | 4.38 | 3.02 | 4.53 | 3.07 | 4.605 | 3.12 | 4.68 |
| | Machine/Jitney Opr. | 2.92 | 4.38 | 3.02 | 4.53 | 3.07 | 4.605 | 3.12 | 4.68 |
| | Bulldozer Operator | 2.92 | 4.38 | 3.02 | 4.53 | 3.07 | 4.605 | 3.12 | 4.68 |
| | Front End Loader | 2.92 | 4.38 | 3.02 | 4.53 | 3.07 | 4.605 | 3.12 | 4.68 |
| | Gantry Operator | 3.02 | 4.53 | 3.12 | 4.68 | 3.17 | 4.755 | 3.22 | 4.83 |
| | Trimmer Operator | 2.92 | 4.38 | 3.02 | 4.53 | 3.07 | 4.605 | 3.12 | 4.68 |
| | Maint/Utilityman | 2.82 | 4.23 | 2.92 | 4.38 | 2.97 | 4.455 | 3.02 | 4.53 |
| | Hatch Scaleman | 2.92 | 4.38 | 3.02 | 4.53 | 3.07 | 4.605 | 3.12 | 4.68 |
| | Leaderman | 2.92 | 4.38 | 3.02 | 4.53 | 3.07 | 4.605 | 3.12 | 4.68 |
| Kahului | S E E P O R T O F H O N O L U L U | | | | | | | | |
| Hilo | " " " " " | | | | | | | | |
| Kawaihae | " " " " " | | | | | | | | |

TABLE XIV

ALASKA, PACIFIC COAST AND HAWAII - LONGSHORE WAGE RATES

Basic Hourly Rates, Skill Differentials and
Penalty Cargo Rates from 10¢ to 45¢
(Hawaii - from 10¢ to 20¢)

1/ Seafarers International Union of North America - Consists of $2.82 basic West Coast rate plus 30¢ Alaska Differential ($ .85) plus cash allowance of 15¢ per hour in lieu of vacations; 17.5¢ in lieu of pensions and .095¢ in lieu of health and welfare. (i.e., $2.82 plus $1.27 equals $4.09.)

2/ Seafarers International Union of North America - The basic rate for Alaskan ports based on Pacific Coast rate of $2.82 plus 30¢ Alaska Differential (84.5¢) plus hourly payments of 15¢ in lieu of vacations; 17.5¢ in lieu of pensions; 9.5¢ in lieu of welfare for a basic rate of $4.085.

3/ International Longshoremen and Warehousemen's Union - The basic rate for Alaskan ports based on Pacific Coast rate of $2.82 plus 30¢ Alaska Differential adjusted to the nearest ¢ cant (84.5¢) for a basic rate of $3.665 and does not include employer contributions to pension, welfare or vacation funds.

4/ Added to the basic hourly wages is a skill differential paid for specific types of work.

5/ Fanalty of 10¢ paid when handling specified commodities in lots of 25 tons or more (List 1). Cargoes leaking or shifting due to damage or faulty containers (List 2). Working in cramped spaces to holdmen only (List 3). See lists below. For Anchorage an additional penalty rate of 10¢ straight time and 15¢ overtime to be added to the 10¢ penalty when excessive dust and/or offensiveness prevails.

6/ Penalty of 20¢ paid when shoveling all commodities except those earning higher rate. When handling creosoted products out of water to holdmen and boom men only. Part of Anchorage an additional penalty rate of 10¢ straight time and 15¢ overtime is to be added to the 20¢ penalty already being paid when excessive dust and/or offensiveness prevails.

7/ Penalty of 30¢ when handling phosphate rock. To boardmen only when handling grain.

8/ Penalty of 45¢ when handling sulphur, soda ash and crude untreated potash.

9/ Penalty rate of 10¢ applies to uncrated creosoted lumber and wood products, bitumen type cast iron pipe, mineral, chemical, fish and animal fertilizers, blood and bone meal, refrigerated cargo above freezing temperatures, scrap metal in bulk or in units exceeding 500 lbs., barbed wire, lime, plaster, broken glass, alfalfa meal, paddy rice and dehydrated lime in sacks, green hides, coke and ship's garbage.

10/ Penalty rate of 15¢ applies to cleaning livastock stalls.

11/ Penalty rate of 20¢ applies to coal, refrigerated cargo below freezing temperatures, cleaning deep tanks to prepare for molasses shipments, and cement in bags.

LIST 1

Alfalfa meal; Bonas untreated or offensive in sacks; Borate (Razorite) when packed in cloth containers with no inner lining; Calcine coke; Caustic soda in drums; Celite and Decolite in sacks; Coal in sacks; Cement; Creosote when not crated; Creosoted wood products unless boxed or crated; Fertilizers in bags: Tankage, animal, fish, fishmeal, guano, blood meal and bone meal. Glass, broken in sacks; Green hides; Herring in boxes and barrels; Iron blisters molded from Europe; Lime dehydrated in sacks; Lumber; Logs and lumber products loaded out of water; Lumber chemically treated and uncrated; Lumber freshly painted and paint is wet.

Meat scraps in sacks; Nitrate crude and untreated in sacks; Ore in sacks; Phosphates crude and untreated in sacks (not considered treated by the mere process of grinding); Pig iron, rough piled, when handled; Plaster in sacks without inner containers; Refrigerated cargo handling and stowing refrigerator space, meats, fowl and other similar cargoes to be transported at temperatures of freezing or below in the boxes (in lots of 25 tons or more, or if job lasts one hour or more, penalty to apply on all time worked on refrigerator cargo). Rubber, baled, covered with talc: to be paid to the gang actually handling this commodity including the deck men, front men, jitney driver and the deck men working as part of the gang. If another gang is working in the same batch on a non-penalty commodity, the ship gang members of said gang shall likewise be paid the penalty provided the hold men of such gang are working the same deck or compartment as the gang handling the baled rubber covered with talc. Sacks: Loading only and to apply to the entire loading operation where table or chutes are used and the men are handling sacks weighing 120 pounds or over on the basis of one man per sack. Salt blocks in sacks; Scrap metal in bulk and bases excluding rails, plates, drums, car wheels and axles; Soda ash in bags; Sulphur dehydrated, in sacks.

LIST 2

Analine dyes
Fish oil, whale oil and Oriental oils in drums, barrels or cases
Lamp black
Tapioca flour when leaking
Calcine coke
Freshly painted lumber

LIST 3

All paper and pulp in packages weighing 300 pounds or over per package, only when stinging up and when stowing in fore peaks, after peaks and special compartments other than regular cargo spaces. (This does not apply to rolls.)

Headroom--When there is less than six feet of headroom (a) loading cargo in hold on top of bulk grain (b) covering logs or piling with lumber products. Above paid to side runners when used.

Source: Division of Labor Data, Maritime Administration

TABLE XV

ALASKA, PACIFIC COAST AND HAWAII - LONGSHORE WAGE RATES

Basic Hourly Rates, Skill Differentials and
Penalty Cargo Rates from 80¢ to $1.20
(Hawaii - from 25¢ to $1.00)

| Port | Rating | Basic Hourly Str. Time Rate | Skill[1] Differential | Plus Skill Differential | | Plus 80¢[2] | | Plus 85¢[3] | | Plus $1.20[4] | | Explosives[5] Double Time Plus Skill Differential | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Str. Time | Overtime | Str. Time | Overtime | Str. Time | Overtime | Str. Time | Overtime | Str. Time | Overtime |
| ALASKA | | | | | | | | | | | | | |
| Anchorage (SIUNA)[6] | Longshoremen | $4.19 | $ - | $4.19 | $6.285 | | | $5.04 | $7.56 | | | $8.38 | $12.57 |
| | Jitney Driver | | .10 | 4.29 | 6.435 | | | 5.14 | 7.71 | | | 8.58 | 12.87 |
| | Fork Lift Operator | | .10 | 4.29 | 6.435 | | | 5.14 | 7.71 | | | 8.58 | 12.87 |
| | Gear Man | | .25 | 4.44 | 6.66 | | | 5.29 | 7.935 | | | 8.88 | 13.32 |
| | Hatch Tender | | .25 | 4.44 | 6.66 | | | 5.29 | 7.935 | | | 8.88 | 13.32 |
| | Winch Driver | | .25 | 4.44 | 6.66 | | | 5.29 | 7.935 | | | 8.88 | 13.32 |
| | Bulldozer Operator | | .25 | 4.44 | 6.66 | | | 5.29 | 7.935 | | | 8.88 | 13.32 |
| | Walking Bosses | | .50 | 4.69 | 7.035 | | | 5.54 | 8.31 | | | 9.38 | 14.07 |
| | Checkers | | .10 | 4.29 | 6.435 | | | 5.14 | 7.71 | | | 8.58 | 12.87 |
| Kodiak (SIUNA)[6] | Longshoremen | 4.085 | - | 4.085 | 6.13 | | | 4.935 | 7.40 | | | 8.17 | 12.255 |
| | Winch Driver | | .15 | 4.235 | 6.35 | | | 5.085 | 7.63 | | | 8.47 | 12.705 |
| | Hatch Tender | | .15 | 4.235 | 6.35 | | | 5.085 | 7.63 | | | 8.47 | 12.705 |
| | Donkey Driver | | .15 | 4.235 | 6.35 | | | 5.085 | 7.63 | | | 8.47 | 12.705 |
| | Boom Man | | .15 | 4.235 | 6.35 | | | 5.085 | 7.63 | | | 8.47 | 12.705 |
| | Jitney Driver | | .15 | 4.235 | 6.35 | | | 5.085 | 7.63 | | | 8.47 | 12.705 |
| | Burton Man | | .15 | 4.235 | 6.35 | | | 5.085 | 7.63 | | | 8.47 | 12.705 |
| | Lift Truck Driver | | .15 | 4.235 | 6.35 | | | 5.085 | 7.63 | | | 8.47 | 12.705 |
| | Sack Turner | | .15 | 4.235 | 6.35 | | | 5.085 | 7.63 | | | 8.47 | 12.705 |
| | Side Runner | | .15 | 4.235 | 6.35 | | | 5.085 | 7.63 | | | 8.47 | 12.705 |
| | Blade Trucker | | .15 | 4.235 | 6.35 | | | 5.085 | 7.63 | | | 8.47 | 12.705 |
| | Mech. Bulk Loader | | .15 | 4.235 | 6.35 | | | 5.085 | 7.63 | | | 8.47 | 12.705 |
| Seward | S E E P O R T O F J U N E A U (ILWU) | | | | | | | | | | | | |
| Juneau (ILWU)[6] | Longshoremen | 3.665 | - | 3.665 | 5.50 | $4.465 | $6.70 | 4.515 | 6.77 | $4.865 | $7.30 | 7.33 | 10.995 |
| | Gang Boss | | .15 | 3.815 | 5.72 | 4.615 | 6.92 | 4.665 | 7.00 | 5.915 | 7.52 | 7.63 | 11.445 |
| | Winch Driver | | .15 | 3.815 | 5.72 | 4.615 | 6.92 | 4.665 | 7.00 | 5.915 | 7.52 | 7.63 | 11.445 |
| | Hatch Tender | | .15 | 3.815 | 5.72 | 4.615 | 6.92 | 4.665 | 7.00 | 5.915 | 7.52 | 7.63 | 11.445 |
| | Donkey Driver | | .15 | 3.815 | 5.72 | 4.615 | 6.92 | 4.665 | 7.00 | 5.915 | 7.52 | 7.63 | 11.445 |
| | Boom Man | | .15 | 3.815 | 5.72 | 4.615 | 6.92 | 4.665 | 7.00 | 5.915 | 7.52 | 7.63 | 11.445 |
| | Jitney Driver | | .15 | 3.815 | 5.72 | 4.615 | 6.92 | 4.665 | 7.00 | 5.915 | 7.52 | 7.63 | 11.445 |
| | Burton Man | | .15 | 3.815 | 5.72 | 4.615 | 6.92 | 4.665 | 7.00 | 5.915 | 7.52 | 7.63 | 11.445 |
| | Lift Truck Driver | | .15 | 3.815 | 5.72 | 4.615 | 6.92 | 4.665 | 7.00 | 5.915 | 7.52 | 7.63 | 11.445 |
| Sitka | S E E P O R T O F J U N E A U (ILWU) | | | | | | | | | | | | |
| Wrangell | S E E P O R T O F J U N E A U (ILWU) | | | | | | | | | | | | |
| Ketchikan | S E E P O R T O F J U N E A U (ILWU) | | | | | | | | | | | | |
| PACIFIC COAST PORTS | | | | | | | | | | | | | |
| WASHINGTON | | | | | | | | | | | | | |
| Bellingham | Longshoremen | 2.82 | - | 2.82 | 4.23 | 3.62 | 5.43 | 3.67 | 5.505 | 4.02 | 6.03 | 5.64 | 8.46 |
| | Bulldozer Operator | | .30 | 3.12 | 4.68 | 3.92 | 5.88 | 3.97 | 5.955 | 4.32 | 6.48 | 6.24 | 9.36 |
| | Drivers, Mech. Equip. | | .15 | 2.97 | 4.455 | 3.77 | 5.655 | 3.82 | 5.73 | 4.17 | 6.255 | 5.94 | 8.91 |
| | Hatch Tender | | .15 | 2.97 | 4.455 | 3.77 | 5.655 | 3.82 | 5.73 | 4.17 | 6.255 | 5.94 | 8.91 |
| | Blade Trucker, Ship | | .25 | 3.07 | 4.605 | 3.87 | 5.805 | 3.92 | 5.88 | 4.27 | 6.405 | 6.14 | 9.21 |
| | Blade Trucker, Dock | | .15 | 2.97 | 4.455 | 3.77 | 5.655 | 3.82 | 5.73 | 4.17 | 6.255 | 5.94 | 8.91 |
| | Boom Man | | .15 | 2.97 | 4.455 | 3.77 | 5.655 | 3.82 | 5.73 | 4.17 | 6.255 | 5.94 | 8.91 |
| | Burton Man | | .15 | 2.97 | 4.455 | 3.77 | 5.655 | 3.82 | 5.73 | 4.17 | 6.255 | 5.94 | 8.91 |
| | Donkey Driver | | .15 | 2.97 | 4.455 | 3.77 | 5.655 | 3.82 | 5.73 | 4.17 | 6.255 | 5.94 | 8.91 |
| | Sack Turner | | .15 | 2.97 | 4.455 | 3.77 | 5.655 | 3.82 | 5.73 | 4.17 | 6.255 | 5.94 | 8.91 |

TABLE XV

ALASKA, PACIFIC COAST AND HAWAII - LONGSHORE WAGE RATES

Basic Hourly Rates, Skill Differentials and
Penalty Cargo Rates from 80¢ to $1.20
(Hawaii - from 25¢ to $1.00)

| Port | Rating | Basic Hourly Str. Time Rate | Skill[4] Differential | Plus Skill Differential Str. Time | Plus Skill Differential Overtime | Plus 80¢[2] Str. Time | Plus 80¢[2] Overtime | Plus 85¢[6] Str. Time | Plus 85¢[6] Overtime | Plus $1.20[2] Str. Time | Plus $1.20[2] Overtime | Explosives[8] Double Time Plus Skill Differential Str. Time | Explosives[8] Double Time Plus Skill Differential Overtime |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CALIFORNIA | | | | | | | | | | | | | |
| Humboldt Bay | Longshoremen | $2.82 | $ - | $2.82 | $4.23 | $3.62 | $5.43 | $3.67 | $5.505 | $4.02 | $6.03 | $5.64 | $8.46 |
| | Bulldozer Operator | | .30 | 3.12 | 4.68 | 3.92 | 5.88 | 3.97 | 5.955 | 4.32 | 6.48 | 6.24 | 9.36 |
| | Drivers, Mech. Equip. | | .15 | 2.97 | 4.455 | 3.77 | 5.655 | 3.82 | 5.73 | 4.17 | 6.255 | 5.94 | 8.91 |
| | Hatch Tender | | .15 | 2.97 | 4.455 | 3.77 | 5.655 | 3.82 | 5.73 | 4.17 | 6.255 | 5.94 | 8.91 |
| | Gang Boss | | .20 | 3.02 | 4.53 | 3.82 | 5.73 | 3.87 | 5.805 | 4.22 | 6.33 | 6.04 | 9.06 |
| | Gang Boss (Port Hueneme) | | .40 | 3.22 | 4.83 | 4.02 | 6.03 | 4.07 | 6.105 | 4.42 | 6.63 | 6.44 | 9.66 |
| | Guy Man (Southern Calif. Ports only) | | .15 | 2.97 | 4.455 | 3.77 | 5.655 | 3.82 | 5.73 | 4.17 | 6.255 | 5.94 | 8.91 |
| | Burton Man (Southern Calif. Ports only) | | .15 | 2.97 | 4.455 | 3.77 | 5.655 | 3.82 | 5.73 | 4.17 | 6.255 | 5.94 | 8.91 |
| San Francisco | S E E P O R T O F H U M B O L D T B A Y | | | | | | | | | | | | |
| Alameda | " " | | | " | | | | | | | | | |
| Oakland | " " | | | " | | | | | | | | | |
| Richmond | " " | | | " | | | | | | | | | |
| San Pablo | " " | | | " | | | | | | | | | |
| Carquinez Straits (S. F.) | " " | | | " | | | | | | | | | |
| Suisun Bay (S. F.) | " " | | | " | | | | | | | | | |
| Redwood City (S. F.) | " " | | | " | | | | | | | | | |
| Stockton | " " | | | " | | | | | | | | | |
| Port Hueneme | " " | | | " | | | | | | | | | |
| Los Angeles | " " | | | " | | | | | | | | | |
| Long Beach | " " | | | " | | | | | | | | | |
| San Diego | " " | | | " | | | | | | | | | |

| Port | Rating | Basic Hourly Rates Str. Time | Basic Hourly Rates Overtime | Plus 25¢[9] Str. Time | Plus 25¢[9] Overtime | Plus 45¢[10] Str. Time | Plus 45¢[10] Overtime | Plus $1.00[11] Str. Time | Plus $1.00[11] Overtime |
|---|---|---|---|---|---|---|---|---|---|
| HAWAIIAN ISLANDS | | | | | | | | | |
| Port Allen | S E E P O R T O F H O N O L U L U | | | | | | | | |
| Nawiliwili | " " | " | " | | | | | | |
| Honolulu | Longshoremen | $2.82 | $4.23 | $3.07 | $4.605 | $3.27 | $4.905 | $3.82 | $5.73 |
| | Winch Driver | 3.02 | 4.53 | 3.27 | 4.905 | 3.47 | 5.205 | 4.02 | 6.03 |
| | Hatch Tender | 2.92 | 4.38 | 3.17 | 4.755 | 3.37 | 5.055 | 3.92 | 5.88 |
| | Machine/Jitney Opr. | 2.92 | 4.38 | 3.17 | 4.755 | 3.37 | 5.055 | 3.92 | 5.88 |
| | Bulldozer Operator | 2.92 | 4.38 | 3.17 | 4.755 | 3.37 | 5.055 | 3.92 | 5.88 |
| | Front End Loader | 2.92 | 4.38 | 3.17 | 4.755 | 3.37 | 5.055 | 3.92 | 5.88 |
| | Gantry Operator | 3.02 | 4.53 | 3.27 | 4.905 | 3.47 | 5.205 | 4.02 | 6.03 |
| | Trimmer Operator | 2.92 | 4.38 | 3.17 | 4.755 | 3.37 | 5.055 | 3.92 | 5.88 |
| | Maint/Utilityman | 2.82 | 4.23 | 3.07 | 4.605 | 3.27 | 4.905 | 3.82 | 5.73 |
| | Batch Scaleman | 2.92 | 4.38 | 3.17 | 4.755 | 3.37 | 5.055 | 3.92 | 5.88 |
| | Leaderman | 2.92 | 4.38 | 3.17 | 4.755 | 3.37 | 5.055 | 3.92 | 5.88 |
| Kahului | S E E P O R T O F H O N O L U L U | | | | | | | | |
| Hilo | " " | " | " | | | | | | |
| Kawaihae | " " | " | " | | | | | | |

Source: Division of Labor Data, Maritime Administration

TABLE XVI
ALASKA, PACIFIC COAST AND HAWAII - LONGSHORE WAGE RATES
Basic Hourly Rates, Skill Differentials and
Penalty Cargo Rates from 80¢ to $1.20
(Hawaii - from 75¢ to $1.00)

| Port | Rating | Basic Hourly Str. Time Rate | Skill[4] Differential | Plus Skill Differential Str. Time | Plus Skill Differential Overtime | Plus 80¢[5] Str. Time | Plus 80¢[5] Overtime | Plus 85¢[6] Str. Time | Plus 85¢[6] Overtime | Plus $1.20[7] Str. Time | Plus $1.20[7] Overtime | Explosives[8] Double Time Plus Skill Differential Str. Time | Explosives[8] Double Time Plus Skill Differential Overtime |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| WASHINGTON, Cont'd | | | | | | | | | | | | | |
| Bellingham, Cont'd | Side Runner | $2.82 | $ .15 | $2.97 | $4.455 | $3.77 | $5.655 | $3.82 | $5.73 | $4.17 | $6.255 | $5.94 | $8.91 |
| | Stowing Mach. Opr. | | .15 | 2.97 | 4.455 | 3.77 | 5.655 | 3.82 | 5.73 | 4.17 | 6.255 | 5.94 | 8.91 |
| Anacortes | S E E P O R T O F B E L L I N G H A M | | | | | | | | | | | | |
| Everett | " " " " | | | | | | | | | | | | |
| Seattle | " " " " | | | | | | | | | | | | |
| Tacoma | " " " " | | | | | | | | | | | | |
| Olympia | " " " " | | | | | | | | | | | | |
| Port Townsend | " " " " | | | | | | | | | | | | |
| Port Angeles | " " " " | | | | | | | | | | | | |
| Grays Harbor | " " " " | | | | | | | | | | | | |
| Willipa Harbor (Raymond) | " " " " | | | | | | | | | | | | |
| Kalama | " " " " | | | | | | | | | | | | |
| Longview | " " " " | | | | | | | | | | | | |
| Vancouver | " " " " | | | | | | | | | | | | |
| OREGON | | | | | | | | | | | | | |
| Portland | Longshoremen | 2.82 | - | 2.82 | 4.23 | 3.62 | 5.43 | 3.67 | 5.505 | 4.02 | 6.03 | 5.64 | 8.46 |
| | Bulldozer Operator | | .30 | 3.12 | 4.68 | 3.92 | 5.88 | 3.97 | 5.955 | 4.32 | 6.48 | 6.24 | 9.36 |
| | Drivers, Mech. Equip. | | .15 | 2.97 | 4.455 | 3.77 | 5.655 | 3.82 | 5.73 | 4.17 | 6.255 | 5.94 | 8.91 |
| | Hatch Tender | | .15 | 2.97 | 4.455 | 3.77 | 5.655 | 3.82 | 5.73 | 4.17 | 6.255 | 5.94 | 8.91 |
| | Gang Boss (Coos Bay) | | .25 | 3.07 | 4.605 | 3.87 | 5.805 | 3.92 | 5.88 | 4.27 | 6.405 | 6.14 | 9.21 |
| | Gang Boss (Other) | | .20 | 3.02 | 4.53 | 3.82 | 5.73 | 3.87 | 5.805 | 4.22 | 6.33 | 6.04 | 9.06 |
| | Hull Winch Driver | | .15 | 2.97 | 4.455 | 3.77 | 5.655 | 3.82 | 5.73 | 4.17 | 6.255 | 5.94 | 8.91 |
| | Crane Chaser | | .15 | 2.97 | 4.455 | 3.77 | 5.655 | 3.82 | 5.73 | 4.17 | 6.255 | 5.94 | 8.91 |
| | Boom Man | | .15 | 2.97 | 4.455 | 3.77 | 5.655 | 3.82 | 5.73 | 4.17 | 6.255 | 5.94 | 8.91 |
| | Burton Man | | .15 | 2.97 | 4.455 | 3.77 | 5.655 | 3.82 | 5.73 | 4.17 | 6.255 | 5.94 | 8.91 |
| | Donkey Driver | | .15 | 2.97 | 4.455 | 3.77 | 5.655 | 3.82 | 5.73 | 4.17 | 6.255 | 5.94 | 8.91 |
| | Sack Turner | | .15 | 2.97 | 4.455 | 3.77 | 5.655 | 3.82 | 5.73 | 4.17 | 6.255 | 5.94 | 8.91 |
| | Side Runner | | .15 | 2.97 | 4.455 | 3.77 | 5.655 | 3.82 | 5.73 | 4.17 | 6.255 | 5.94 | 8.91 |
| | Stowing Mach. Opr. | | .15 | 2.97 | 4.455 | 3.77 | 5.655 | 3.82 | 5.73 | 4.17 | 6.255 | 5.94 | 8.91 |
| St. Helens | S E E P O R T O F P O R T L A N D | | | | | | | | | | | | |
| Astoria | " " " " | | | | | | | | | | | | |
| Yaquina Harbor (Newport) | " " " " | | | | | | | | | | | | |
| Coos Bay | " " " " | | | | | | | | | | | | |

TABLE XVI

ALASKA, PACIFIC COAST AND HAWAII - LONGSHORE WAGE RATES

Basic Hourly Rates, Skill Differentials and
Penalty Cargo Rates from 80¢ to $1.20
(Hawaii - from 25¢ to $1.00)

1/ Seafarers International Union of North America - Consists of the $2.82 basic West Coast rate plus 30% Alaska Differential ($ .75) plus 10¢ differential for the port of Anchorage; plus cash allowance of 15¢ per hour in lieu of vacations; 17.5¢ in lieu of pensions and .095¢ in lieu of health and welfare. (i.e., $2.82 plus $1.37 equals $4.09.)

2/ Seafarers International Union of North America - The basic rate for Alaska ports based on Pacific Coast rate of $2.82 plus 30% Alaska Differential (84.5¢) plus hourly payments of 15¢ in lieu of vacation; 17.5¢ in lieu of pensions; 9.5¢ in lieu of welfare for a basic rate of $4.085.

3/ International Longshoremen and Warehousemen's Union - The basic rate for Alaska ports based on Pacific Coast rate of $2.82 plus 30% Alaska Differential adjusted to the nearest ½ cent (84.5¢) for a basic rate of $3.665 and does not include employer contributions to pension, welfare or vacation funds.

4/ Added to the basic wages is a skill differential paid for specific types of work when applicable.

5/ Penalty of 80¢ is paid when handling bulk bones, untreated and offensive.

6/ Penalty of 85¢ is paid when handling damaged cargo due to fire, collision, springing a leak, stranding, or other causes which result in cargoes being badly damaged or offensive.

7/ Penalty of $1.20 is paid to the gang working a hatch in which fire is burning or cargo is smoldering.

8/ Double the basic hourly rate plus skill differential where applicable when handling explosives.

9/ Penalty rate of 25¢ applies to handling of cargo damaged due to fire, collision or stranding.

10/ Penalty rate of 45¢ applies to cement in bulk, handling burning or smoldering cargo.

11/ Penalty rate of $1.00 applies to handling of explosives and ammunition.

TABLE XVI
ALASKA, PACIFIC COAST AND HAWAII
Minimum Longshore Work Guarantees

| Port | Operation | Minimum Guarantee | Basic Hourly Rates[1] Straight Time | Basic Hourly Rates[1] Overtime | Remarks |
|---|---|---|---|---|---|
| ALASKA | | | | | |
| Anchorage | When ordered out (work or no work) | 4 hours | $4.085 | $6.13 | Rate determined by hour called. |
| | When ordered to start or resume work at 1 a.m. | 4 hours[2] | - | 6.13 | |
| | When working full 8 hour day shift | 8 hours[2] | 4.085 | 6.13 | Between 8 a.m. and 5 p.m. |
| Kodiak | S E E P O R T O F A N C H O R A G E | | | | |
| Seward | When ordered out (work or no work) | 4 hours | 3.665 | 5.50 | Rate determined by hour called. |
| | When working full 8 hour day shift | 8 hours[2] | 3.665 | 5.50 | Between 8 a.m. and 5 p.m. |
| Juneau | S E E P O R T O F S E W A R D | | | | |
| Sitka | S E E P O R T O F S E W A R D | | | | |
| Wrangell | S E E P O R T O F S E W A R D | | | | |
| Ketchikan | S E E P O R T O F S E W A R D | | | | |
| PACIFIC COAST | | | | | |
| WASHINGTON | | | | | |
| Bellingham | | [3] | | | |
| Anacortes | | [3] | | | |
| Everett | | [3] | | | |
| Seattle | When ordered out on day shift | 8 hours[2] | 2.82 | 4.23 | Between 8 a.m. and 6 p.m. |
| | When ordered out and not put to work | 4 hours | 2.82 | 4.23 | Rate determined by hour called. |
| | When ordered and turned to on night shift | 8 hours | - | 4.23 | Within spread of 9 hours, starting 6-7 or 8 p.m. |
| | When inclement weather suspends operations | 4 hours | 2.82 | 4.23 | Rate determined by working period. |
| | When ordered to replace gangs refusing | | | | |
| | (a) To work 2 hour shifting extension | 4 hours | - | 4.23 | Work extensions to permit shifting or sailing |
| | (b) To work 3 hour sailing extension | 4 hours | - | 4.23 | occur only after 8 hours work |
| | When hired to replace men who have quit, discharged for cause, or injured | 4 hours | 2.82 | 4.23 | Rate determined by hours worked. |
| | When called for third shift night gang. | 5 hours | - | [4] | Commencing work at 2:30 or 3 a.m. |
| Takoma | S E E P O R T O F S E A T T L E | | | | |
| Olympia | S E E P O R T O F S E A T T L E | | | | |
| Port Townsend[3] | S E E P O R T O F S E A T T L E | | | | |
| Port Angeles | When ordered out (work or no work) | 4 hours | 2.94[2] | 4.41[6] | Rate determined by hour called. |
| | When ordered for full day shift | 8 hours[2] | 2.94[2] | 4.41[5] | Between 8 a.m. and 5 p.m. |
| | When ordered to start work at midnight | 5 hours | - | 4.41[5] | |
| | When ordered to start or resume work between 1 a.m. and 5 a.m. | 4 hours | - | 4.41[6] | |
| | When required to haul ship | 2 hours[7] | 2.94[2] | 4.41[5] | Rate determined by hour engaged |
| | When ordered back after meal hour | 2 hours | 2.94[2] | 4.41[5] | |
| | When ordered back after 8 a.m. (Sundays & Holidays) | 6 hours | - | 4.41[5] | |
| | When required to handle ships lines | 1 hour[8] | 2.94[2] | 4.41[5] | Rate determined by hour engaged |
| | When required for taking lines | 2 hours[8] | 2.94[2] | 4.41[5] | Rate determined by hour engaged |

TABLE XVI
ALASKA, PACIFIC COAST AND HAWAII
Minimum Longshore Work Guarantees

| Port | Operation | Minimum Guarantee | Basic Hourly Rates[1/] Straight Time | Basic Hourly Rates[1/] Overtime | Remarks |
|---|---|---|---|---|---|
| WASHINGTON, Cont'd | | | | | |
| Port Angeles, Cont'd | When called out to handle lines (not in conjunction with cargo time)<br>(a) If called at or before 5 a.m. or before midnight.<br>(b) If called at or before midnight or if released after midnight. | 2 hours<br>4 hours[8/] | $ -<br>- | $4.41[6/]<br>4.41[6/] | |
| Grays Harbor | S E E P O R T O F S E A T T L E | | | | |
| Willapa Harbor | -- | [3/] | | | |
| Kalama | S E E P O R T O F S E A T T L E | | | | |
| Longview | S E E P O R T O F S E A T T L E | | | | |
| Vancouver | S E E P O R T O F S E A T T L E | | | | |
| OREGON | | | | | |
| Portland | When ordered out on day shift.<br>When ordered out and not put to work.<br>When ordered and turned to on night shift.<br>When inclement weather suspends operations.<br>When ordered to replace gangs refusing<br>(a) To work 2 hour shifting extension<br>(b) To work 3 hour sailing extension<br>When hired to replace men who have quit, discharged for cause, or injured.<br>When called for third shift night gang. | 8 hours[2/]<br>4 hours<br>8 hours<br>4 hours<br><br>4 hours<br>4 hours<br><br>4 hours<br>5 hours | 2.82<br>2.82<br>-<br>2.82<br><br>-<br>-<br><br>2.82<br>- | 4.23<br>4.23<br>4.23<br>4.23<br><br>4.23<br>4.23<br><br>4.23<br>[4/] | Between 8 a.m. and 6 p.m.<br>Rate determined by hour called.<br>Within spread of 9 hours, starting 6-7 or 8 p.m.<br>Rate determined by working period.<br><br>Work extensions to permit shifting or sailing occur only after 8 hours work.<br><br>Rate determined by hours worked.<br>Commencing work at 2:30 or 3 a.m. |
| St. Helens | -- | [3/] | | | |
| Astoria | S E E P O R T O F P O R T L A N D | | | | |
| Yaquina Harbor | S E E P O R T O F P O R T L A N D | | | | |
| Coos Bay | S E E P O R T O F P O R T L A N D | | | | |
| CALIFORNIA | | | | | |
| Humboldt Bay (Eureka) | S E E P O R T O F S A N F R A N C I S C O | [3/] | | | |
| San Francisco | When ordered out on day shift.<br>When ordered out and not put to work.<br>When ordered and turned to on night shift.<br>When inclement weather suspends operations.<br>When ordered to replace gangs refusing<br>(a) To work 2 hour shifting extension<br>(b) To work 3 hour sailing extension<br>When hired to replace men who have quit, discharged for cause, or injured.<br>When called for third shift night gang. | 8 hours[2/]<br>4 hours<br>8 hours<br>4 hours<br><br>4 hours<br>4 hours<br><br>4 hours<br>5 hours | 2.82<br>2.82<br>-<br>2.82<br><br>-<br>-<br><br>2.82<br>- | 4.23<br>4.23<br>4.23<br>4.23<br><br>4.23<br>4.23<br><br>4.23<br>[4/] | Between 8 a.m. and 6 p.m.<br>Rate determined by hour called.<br>Within spread of 9 hours, starting 6-7 or 8 p.m.<br>Rate determined by working period.<br><br>Work extensions to permit shifting or sailing occur only after 8 hours work.<br><br>Rate determined by hours worked.<br>Commencing work at 2:30 or 3 a.m. |
| Alameda | S E E P O R T O F S A N F R A N C I S C O | | | | |
| Oakland | S E E P O R T O F S A N F R A N C I S C O | | | | |
| Richmond | S E E P O R T O F S A N F R A N C I S C O | | | | |

ALASKA, PACIFIC COAST AND HAWAII

Minimum Longshore Work Guarantees



| Port | Operation | Minimum Guarantee | Basic Hourly Rates 1/ Straight Time | Basic Hourly Rates 1/ Overtime | Remarks |
|---|---|---|---|---|---|
| CALIFORNIA, Cont'd | | | | | |
| San Pablo Bay | SEE PORT OF SAN FRANCISCO | | | | |
| Carquinez Straits | " " " " | " | | | |
| Suisun Bay | " " " " | " | | | |
| Redwood City | " " " " | " | | | |
| Stockton | " " " " | " | | | |
| Port Hueneme | " " " " | " | | | |
| Los Angeles | " " " " | " | | | |
| Long Beach | " " " " | " | | | |
| San Diego | " " " " | " | | | |
| HAWAII | | | | | |
| Port Allen | SEE PORT OF HONOLULU | | | | |
| Nawiliwili | SEE PORT OF HONOLULU | | | | |
| Honolulu | When called out (work or no work) | 2 hours | $2.82 | $4.23 | Rate determined by hour engaged. |
| | Resuming work after meal period | 2 hours | 2.82 | 4.23 | Rate determined by hour engaged. |
| | When required to stand-by awaiting resumption of work. | 9/ | 2.82 | 4.23 | Rate determined by hour engaged. |
| | Clerks/Checkers: When called for day work and is not employed for 8 hours | 10/ | 11/ | 11/ | |
| | Resuming work after meal period | 2 hours | 11/ | 11/ | |
| Kahului | SEE PORT OF HONOLULU | | | | |
| Hilo | SEE PORT OF HONOLULU | | | | |
| Kawaihae | SEE PORT OF HONOLULU | | | | |

1/ Excludes skill differential and penalty cargo rates -

2/ Six hours at straight time rate, two hours at overtime rate.

3/ Small ports, normally having 6 gangs or less, may make adjustments in leeway for late starts because no alternative work is available to fill out the 8 hour minimum guarantee.

4/ Receive pay equivalent to 9 hours straight time.

5/ Includes supplemental pay of 12 cents per hour in lieu of paid vacation.

6/ Includes supplemental pay of 18 cents per hour in lieu of paid vacation.

7/ In addition to normal longshore pay.

8/ Or paid for actual time required if longer than minimum shown.

9/ Actual stand-by time.

10/ Receives credit for 8 hours work for weekly overtime computation.

11/ See wharfage clerks wage rates -

Source: Division of Labor Data, Maritime Administration

TABLE XVII
ALASKA, PACIFIC COAST AND HAWAII
Longshore Holidays

| Holiday Date | Jan. 1 | Jan. 30 | Feb. 12 | Feb. 22 | Mar. 30 | May 30 | June 11 | July 4 | Labor Day | Oct. 12 | Nov. 11 | Thanks-giving Day | Dec. 25 | Good Friday | Elec-tion Day |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Port | | | | | | | | | | | | | | | |
| ALASKA | | | | | | | | | | | | | | | |
| Anchorage | X | | X | X | X | X | | X | X | X | X | X | X | | X |
| Kodiak | X | | X | X | X | X | | X | X | X | X | X | X | | X |
| Seward | X | | X | X | X | X | | X | X | X | X | X | X | | X |
| Juneau | X | | X | X | X | X | | X | X | X | X | X | X | | X |
| Sitka | X | | X | X | X | X | | X | X | X | X | X | X | | X |
| Wrangell | X | | X | X | X | X | | X | X | X | X | X | X | | X |
| Ketchikan | X | | X | X | X | X | | X | X | X | X | X | X | | X |
| PACIFIC COAST | | | | | | | | | | | | | | | |
| WASHINGTON | | | | | | | | | | | | | | | |
| Bellingham | X | | X | X | | X | | X | X | X | X | X | X | | X |
| Anacortes | X | | X | X | | X | | X | X | X | X | X | X | | X |
| Everett | X | | X | X | | X | | X | X | X | X | X | X | | X |
| Seattle | X | | X | X | | X | | X | X | X | X | X | X | | X |
| Tacoma | X | | X | X | | X | | X | X | X | X | X | X | | X |
| Olympia | X | | X | X | | X | | X | X | X | X | X | X | | X |
| Port Townsend | X | | X | X | | X | | X | X | X | X | X | X | | X |
| Port Angeles | X | | X | X | | X | | X | X | X | X | X | X | | X |
| Grays Harbor | X | | X | X | | X | | X | X | X | X | X | X | | X |
| Kalama | X | | X | X | | X | | X | X | X | X | X | X | | X |
| Longview | X | | X | X | | X | | X | X | X | X | X | X | | X |
| Vancouver | X | | X | X | | X | | X | X | X | X | X | X | | X |
| OREGON | | | | | | | | | | | | | | | |
| Portland | X | | X | X | | X | | X | X | X | X | X | X | | X |
| St. Helens | X | | X | X | | X | | X | X | X | X | X | X | | X |
| Astoria | X | | X | X | | X | | X | X | X | X | X | X | | X |
| Yaquina Harbor (Newport) | X | | X | X | | X | | X | X | X | X | X | X | | X |
| Coos Bay | X | | X | X | | X | | X | X | X | X | X | X | | X |
| CALIFORNIA | | | | | | | | | | | | | | | |
| Humboldt Bay (Eureka) | X | | X | X | | X | | X | X | X | X | X | X | | X |
| San Francisco | X | | X | X | | X | | X | X | X | X | X | X | | X |
| Alameda | X | | X | X | | X | | X | X | X | X | X | X | | X |
| Oakland | X | | X | X | | X | | X | X | X | X | X | X | | X |
| Richmond | X | | X | X | | X | | X | X | X | X | X | X | | X |
| San Pablo Bay | X | | X | X | | X | | X | X | X | X | X | X | | X |
| Carquinez Straits | X | | X | X | | X | | X | X | X | X | X | X | | X |
| Suisun Bay | X | | X | X | | X | | X | X | X | X | X | X | | X |
| Redwood City | X | | X | X | | X | | X | X | X | X | X | X | | X |
| Stockton | X | | X | X | | X | | X | X | X | X | X | X | | X |
| Port Hueneme | X | | X | X | | X | | X | X | X | X | X | X | | X |
| Los Angeles | X | | X | X | | X | | X | X | X | X | X | X | | X |
| Long Beach | X | | X | X | | X | | X | X | X | X | X | X | | X |
| San Diego | X | | X | X | | X | | X | X | X | X | X | X | | X |
| HAWAII | | | | | | | | | | | | | | | |
| Port Allen | X | X | X | X | | X | X | X | X | | X | X | X | X | |
| Nawiliwili | X | X | X | X | | X | X | X | X | | X | X | X | X | |
| Honolulu | X | X | X | X | | X | X | X | X | | X | X | X | X | |
| Kahului | X | X | X | X | | X | X | X | X | | X | X | X | X | |
| Hilo | X | X | X | X | | X | X | X | X | | X | X | X | X | |
| Kawaihae | X | X | X | X | | X | X | X | X | | X | X | X | X | |

LEGEND

January 1 - New Years Day
January 30 - Roosevelt's Birthday
February 12 - Lincoln's Birthday
February 22 - Washington's Birthday
March 30 - Seward Day
May 30 - Memorial Day
June 11 - Kamehameha Day
July 4 - Independence Day
First Monday in September - Labor Day
October 12 - Columbus Day
November 11 - Veterans Day
Fourth Thursday in November - Thanksgiving Day
December 25 - Christmas Day
Movable - Good Friday
Second Tuesday in November - Election Day

Source: Division of Labor Data, Maritime Administration

TABLE XVIII

ALASKA, PACIFIC COAST AND HAWAII - STANDARD SHIP GANGS*

| PORT | LOADING: Gen'l. Cargo | Lumber | Log | Clam | Bulk | Barge | Lining | DISCHARGING: Gen'l. Cargo | Lumber | Clam | Shovel | Oil | Barge | Copra | Bulk Sugar | Bagged Sugar |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ALASKA | | | | | | | | | | | | | | | | |
| Anchorage | 12 | - | - | - | - | - | - | 12 | 10 | - | - | - | - | - | - | - |
| Kodiak | 10 | - | - | - | - | - | - | 10 | - | - | - | - | - | - | - | - |
| Seward | 10 | - | - | - | - | - | - | 10 | - | - | - | - | - | - | - | - |
| Juneau | 10 | - | - | - | - | - | - | 10 | - | - | - | - | - | - | - | - |
| Sitka | 10 | - | - | - | - | - | - | 10 | - | - | - | - | - | - | - | - |
| Wrangell | 10 | - | - | - | - | - | - | 10 | - | - | - | - | - | - | - | - |
| Ketchikan | 10 | - | - | - | - | - | - | 10 | - | - | - | - | - | - | - | - |
| PACIFIC COAST | | | | | | | | | | | | | | | | |
| WASHINGTON | | | | | | | | | | | | | | | | |
| Bellingham | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Anacortes | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Everett | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Seattle | 10 | - | - | 7 | 7 | - | 4 1/ | 10 | - | - | - | 6 | - | - | - | - |
| Tacoma | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Olympia | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Port Townsend | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Port Angeles | 10 | - | - | - | 10 | - | - | 12 | - | - | - | - | - | - | - | - |
| Gray's Harbor | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Willapa Harbor | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Kalama | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Longview | 13 | 13 | - | 7 | 10 2/ | 13 | 10 | 11 | 11 | 6 | 10 | 7 | 11 | 10 | - | - |
| Vancouver | 13 | 13 | - | 7 | 10 2/ | 13 | 10 | 11 | 11 | 6 | 10 | 7 | 11 | 10 | - | - |
| OREGON | | | | | | | | | | | | | | | | |
| Portland | 13 | 13 | - | 7 | 10 2/ | 13 | 10 | 11 | 11 | 6 | 10 | 7 | 11 | 10 | - | - |
| St. Helens | 13 | 13 | - | 7 | 10 2/ | 13 | 10 | 11 | 11 | 6 | 10 | 7 | 11 | 10 | | |
| Astoria | 13 | - | 12 | - | 10 2/ | - | 13 | 11 | - | - | - | - | - | - | - | - |
| Yaquina Harbor (Newport) | 13 | - | 12 | - | 10 2/ | - | 13 | 11 | - | - | - | - | - | - | - | - |
| Coos Bay | 13 | - | 12 | - | 10 2/ | - | 13 | 11 | - | - | - | - | - | - | - | - |
| CALIFORNIA | | | | | | | | | | | | | | | | |
| Humboldt Bay (Eureka) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| San Francisco | 12 | - | - | - | 6 4/ | - | - | 12 | - | - | 11 | - | - | 18 5/ | 14 | 19 |
| Alameda | (see San Francisco) | | | | | | | | | | | | | | | |
| Oakland | do | | | | | | | | | | | | | | | |
| Richmond | do | | | | | | | | | | | | | | | |
| San Pablo Bay | do | | | | | | | | | | | | | | | |
| Carquinez Straits | do | | | | | | | | | | | | | | | |
| Suisun Bay | do | | | | | | | | | | | | | | | |
| Redwood City | do | | | | | | | | | | | | | | | |
| Stockton | 14 | - | - | - | 6 4/ | - | - | 14 | - | - | 11 | - | - | - | - | - |
| Port Hueneme | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Los Angeles | 10 | 12 | 6 | - | - | - | - | 12 | - | - | 12 | 7 | - | - | - | - |
| Long Beach | 10 | 12 | 6 | - | - | - | - | 12 | - | - | 12 | 7 | - | - | - | - |
| San Diego | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| HAWAII | | | | | | | | | | | | | | | | |
| Port Allen | (see Nawiliwili) | | | | | | | | | | | | | | | |
| Nawiliwili | 11 | - | - | - | - | - | - | 11 | - | - | - | - | - | - | - | - |
| Honolulu | 14 | - | - | - | - | - | - | 14 | - | - | - | - | - | - | - | - |
| Kahului | 12 | - | - | - | - | - | - | 12 | - | - | - | - | - | - | - | - |
| Hilo | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Kawaihae | (Bulk Sugar operations only) | | | | | | | | | | | | | | | |

* The representative size of standard ship gangs shown herein does not include normal dock labor where required.

1/ Excludes actual liners required by employer.
2/ Includes Bulk Phosphate and Bulk Coal.
3/ Sulphur Operation.
4/ When using magnet or grabber.
5/ When working with two blowers per hatch.

Source: Division of Labor Data, Maritime Administration

FOREIGN AND DOMESTIC TRADE
DEFINITIONS OF WATERBORNE COMMERCE TERMS

The collection and publication of data on the domestic and foreign commerce of the United States is carried on by the Corps of Engineers, Department of the Army and the Bureau of the Census, Department of Commerce. Data on the foreign commerce is supplied to the Corps of Engineers by the Bureau of the Census. The data collected gives shipping weight of the waterborne commerce of the United States, classified by type of movement - exports, imports, coastwise, internal, intraport and local.

In order to explain the nature of the various kinds of traffic reported, a definition of terms by type of movement follows:

(1) Foreign trade, which comprises both exports and imports to and from foreign countries.

(2) Coastwise traffic, which comprises oceanborne domestic traffic - as, for instance, between New York and New Orleans - and ocean-borne intercoastal traffic, which includes not only traffic between United States ports on the Atlantic and Pacific Oceans but also between ports in the continental United States and its territories.

(3) Internal traffic, which comprises traffic between a port and an interior point located on a river which flows into or through a port. Water shipments between Stockton and San Francisco would be considered as internal traffic.

(4) Intraport traffic, which comprises traffic between individual channels in the same port, as for instance, between Lake Washington Ship Canal and Elliott Bay in Seattle, Washington.

(5) Local traffic, which comprises traffic within one channel in a port such as between Oakland and Alameda in the Inner Harbor Channel.

## WATERBORNE COMMERCE

The volume of waterborne commerce of the United States moved upward in 1959 as foreign and domestic trade reflected wide shifts in supply and demand. A sharp rise in imports more than offset the decline in exports, raising the total United States traffic to 1,052.4 million short tons or 47.9 million tons above the 1958 volume. The total 1959 commerce for Alaska, Pacific Coast and Hawaii (Report area) was 139.7 million short tons or 5 percent above the 131 million tons in 1958. The tonnage in the Report area amounted to 13 percent of the national total for the calendar years of 1958 and 1959.

The United States total import commerce for 1959 was 213.5 million short tons as compared to 189.5 million tons during 1958; a gain of 11 percent. A sharp increase of imports was noted in the coastal ports, particularly from Canada. Of the national total imports, the report area accounted for 10 percent, an increase of 3 percent above 1958. United States export tonnage declined over 7 million tons below 1958 from 119.4 million tons to 112.2 million tons. This decrease was reflected despite sharp increase of 2.5 million tons over 1958 in the overseas export trade from Great Lakes ports. Of the total United States exports, the ports in the Report area accounted for 13.5 percent of the total, an increase of about 2 percent over 1958.

The national domestic traffic increased from 695.6 million tons in 1958 to a high of 726.7 tons in 1959. Coastwise and internal traffic were the principal movements in the advanced volume. The 1959 report area traffic

was 15 percent of the total. Internal traffic reached an all time high of 282.2 million tons while the Report area internal volume was 13 percent of the total by decreasing 2.6 million tons below 1958. Of the principal commodities carried by water for 1959, petroleum and petroleum products accounted for 40.8 percent of the national tonnage while comprising 51 percent of the Report area's traffic.

As noted above, the total 1959 commerce for Alaska, Pacific Coast and Hawaii was (139.7 million short tons, or) 5 percent above the 131 million tons in 1958. Petroleum, paper and paper products, wood and wood products and general cargo were the principal commodities transported in the upward trend. Petroleum, pacing the advance, indicated a steady increase over 1958. The total petroleum tonnage was 71.7 million tons in 1959 or 51 percent of the total cargo moved in 1959, as compared to 68.6 million tons in 1958. Most of the ports maintained a steady petroleum tonnage with the exception of Anacortes, Washington, which experienced a sharp increase principally in foreign imports totaling 2.5 million short tons in 1959 compared to nearly 1 million tons in 1958. Richmond is the principal petroleum port in San Francisco Bay. The 14.2 million petroleum tonnage is divided between receipts and shipments. Most of the packaged petroleum shipped out from the Bay leaves from Richmond and a considerable bulk petroleum tonnage moves via Richmond in coastwise traffic. Los Angeles, farther south, made a slight increase in imports and exports of petroleum and accounted for 13.7 million tons for 1959 or 20 percent of the Pacific's petroleum total.

Extended industrial and dwelling construction boosted the movement of wood and wood products to 25.3 million short tons or 18 percent of the 1959 total, a gain of 3.2 million tons over the previous year. The accelerated movement of lumber and shingles accounted for the advancement. The lumber moved mostly in the Northwest Pacific ports in foreign and internal traffic. Everett, leading the Puget Sound Ports in lumber traffic, accounted for 2.8 million tons, while Coos Bay, on the Oregon coast, handled nearly 3 million tons. The Report area's waterborne general cargo tonnage also moved upward in 1959. A sharp rise in imports and domestic coastwise traffic more than offset the decline in exports and domestic internal traffic by elevating the Pacific area's general cargo traffic to 18.9 million short tons, 14 percent of the total cargo moved during 1959 and a 2 percent increase over 1958. The ports of Portland, San Francisco, Oakland, Alameda, Carquinez Strait, Los Angeles and Honolulu increased their 1959 volume of general cargo over 1958. Seattle's traffic experienced a slight decline.

Paper and paper products handled in the Report area showed a slight increase during 1959 reaching 2.4 million short tons; a total of 3 thousand tons over 1958. This was largely attributable to movements at Seattle, which traffic was initiated in 1959. There was a shift in paper tonnage between ports in the San Francisco Bay Area. The decrease in volume in one port, however, was offset by the traffic being handled at one of the nearby ports. The total paper tonnage for the California ports held about the same for the two year period.

A slight decline in grain tonnage for 1959 resulted primarily from a small drop in movements via the ports of Stockton and San Francisco. Of a total of 5.5 million short tons in 1958 the decrease was only 22 thousand tons. All other commodities indicated a decrease of 1 million short tons from 16.7 million tons in 1958 to 15.6 million tons in 1959.

A general observation of the kinds of traffic indicates that the flow of imports in 1959 into the Report area reflected an increase of over 4.3 million short tons to a total of 17.6 million short tons or 32 percent over the 13.3 million tons in 1958. Petroleum and general cargo import movement represented an increase of 4 and 1 percent respectively over 1958. Contributing also to the rise in imports were steel mill products and pipe and tubing. The exports likewise had an increase of 797.8 thousand tons over the volume of 14.3 million tons during 1958. The decline in grain, coal and general cargo shipments was moderated by the rising tonnages of cotton, scrap metal, citrus fruit and other commodities.

The coastwise receipts in 1959 increased over the 1958 volume. Petroleum and general cargo were the principal commodities implicated. Petroleum accounted for 25.2 million short tons, an increase of 1.1 million tons over 1958, while general cargo increased 1.8 million tons above 1958 to 5.4 million tons in 1959 or 16 percent of the total traffic. With the exception of coal, the coastwise shipments increased 2.8 million tons over 1958. The internal receipts and shipments tonnages declined in 1959 owing to smaller movements of mostly petroleum and general cargo. Internal shipments indicated a 2.3 million-ton decrease while local and intraport movements accounted for

a marked increase of 1 million tons to a new high of 7.5 million tons in 1959 or 6 percent of the total cargo moved.

In summary, the Alaskan, Pacific Coast and Hawaiian ports handled 139.7 million short tons during 1959, as compared to 131 million tons in 1958. Petroleum, paper and paper products, wood and wood products, and general cargo were the principal commodities moved in the upward trend.

The waterborne commerce moving in the Pacific trade reflects a broadening market that enriches the economies of developing countries as well as the more industrialized nations of the world.

Note: Source: Waterborne Commerce of the United States, Calendar Year 1959, Part 4, Pacific Coast, Alaska and Pacific Islands and Part 5, National Summaries prepared by Corps of Engineers, Department of the Army.

TABLE XIX
ALASKA, PACIFIC COAST AND HAWAII
TOTAL WATERBORNE COMMERCE
FOR 1959 AND 1958
(Tons of 2,000 pounds)

| NAME OF PORT | 1959 | | | | | | | | 1958 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TOTAL | FOREIGN | | DOMESTIC | | | | TOTAL | FOREIGN | | DOMESTIC | | | | |
| | | | | Coastwise | | Internal | | | | | Coastwise | | Internal 1/ | | Local |
| | | Imports | Exports | Receipts | Shipments | Receipts | Shipments | Local and Intraport | | | Receipts | Shipments | Receipts | Shipments | Intra-Port |
| ALASKA | | | | | | | | | | | | | | | |
| Anchorage | 221,387 | 4,900 | 6,213 | 200,083 | 9,400 | - | - | 791 | 214,281 | - | 10,803 | 178,443 | 16,274 | 4,950 | 2,150 | 1,661 |
| Kodiak | 30,566 | - | - | 22,168 | 4,460 | - | - | 3,938 | 38,656 | - | - | 23,120 | 3,297 | 8,476 | 628 | 3,135 |
| Seward | 556,124 | 1,596 | - | 445,085 | 104,663 | - | - | 4,780 | 450,705 | 1,154 | - | 374,573 | 21,331 | 46,585 | 46,736 | 206 |
| Juneau | 170,312 | 217 | 132 | 65,799 | 16,432 | 72,550 | 14,908 | 274 | 166,451 | 137 | - | 68,162 | 7,876 | 58,487 | 29,143 | 2,666 |
| Sitka | 144,390 | 2,621 | 25 | 135,148 | 4,901 | - | - | 1,640 | 105,439 | 4,384 | - | 49,843 | 5,927 | 41,496 | 3,018 | 751 |
| Wrangell | 169,403 | 29 | 25,242 | 29,974 | 1,106 | 106,041 | 5,053 | 1,958 | 83,396 | - | 7,518 | 4,064 | 2,828 | 59,221 | 7,070 | 2,295 |
| Ketchikan | 1,054,907 | 8,193 | 15,659 | 259,431 | 57,209 | 635,870 | 57,562 | 20,983 | 700,262 | 6,245 | 11,819 | 140,033 | 23,519 | 443,770 | 56,799 | 18,077 |
| PACIFIC COAST | | | | | | | | | | | | | | | |
| WASHINGTON | | | | | | | | | | | | | | | |
| Bellingham | 1,582,990 | 501,269 | 85,218 | 27,537 | 35,648 | 306,419 | 340,567 | 286,332 | 1,367,446 | 584,985 | 32,762 | 41,948 | 18,602 | 393,207 | 258,700 | 37,242 |
| Anacortes | 6,948,575 | 2,497,000 | 14,652 | 860,254 | 1,835,085 | 268,002 | 1,424,497 | 49,045 | 4,601,767 | 986,374 | 11,881 | 1,231,125 | 1,237,647 | 207,249 | 869,273 | 58,218 |
| Everett | 3,091,797 | 70,676 | 45,277 | 43,988 | 69,331 | 1,682,498 | 836,494 | 343,730 | 2,822,808 | 104,123 | 33,703 | 42,190 | 76,434 | 1,465,533 | 782,723 | 298,102 |
| Seattle | 13,066,964 | 1,143,451 | 1,126,535 | 3,703,004 | 709,285 | 4,203,855 | 1,312,662 | 868,172 | 11,856,004 | 739,281 | 980,418 | 3,607,900 | 667,220 | 3,696,467 | 1,299,545 | 887,173 |
| Tacoma | 4,677,188 | 433,285 | 699,382 | 547,155 | 210,232 | 1,121,443 | 744,353 | 921,340 | 3,989,062 | 615,003 | 717,055 | 480,581 | 189,307 | 1,035,541 | 437,536 | 513,939 |
| Olympia | 1,356,611 | 884 | 19,485 | 11,635 | 215,699 | 686,771 | 305,682 | 116,455 | 1,300,117 | 2,586 | 8,690 | 68,148 | 268,227 | 479,275 | 313,401 | 159,790 |
| Port Townsend | 672,521 | 215,292 | 4,199 | 13,734 | - | 391,314 | 47,982 | - | 640,591 | 217,715 | 4,678 | 10,234 | - | 368,374 | 39,590 | - |
| Port Angeles | 2,102,629 | 129,206 | 66,625 | 97,330 | 70,819 | 726,924 | 318,264 | 693,461 | 1,647,284 | 102,197 | 45,626 | 99,732 | 52,365 | 526,964 | 236,178 | 584,222 |
| Grays Harbor | | | | | | | | | | | | | | | | |
| Aberdeen 2/ | 2,009,557 | 3,972 | 38,639 | 173,666 | 270,011 | 603,364 | 71,286 | 848,619 | 1,712,639 | 810 | 44,888 | 211,393 | 214,031 | 405,752 | 63,439 | 772,326 |
| Hoquiam 2/ | 633,994 | - | - | 9,531 | - | 33,396 | 517,387 | 73,680 | 471,468 | - | - | 892 | - | 20,109 | 384,068 | 66,399 |
| Willapa Harbor 4/ | 446,465 | 55 | - | - | 66,083 | - | 1,200 | 379,127 | 396,396 | - | 701 | - | 57,342 | - | - | 338,353 |
| Kalama 5/ | 734,025 | - | 399 | 455 | 138,919 | 300,107 | 293,960 | 185 | 924,497 | - | - | - | 175,504 | 389,919 | 358,864 | 208 |
| Longview | 2,649,161 | 214,242 | 843,466 | 280,629 | 98,599 | 1,004,870 | 201,609 | 5,746 | 2,363,629 | 131,938 | 777,736 | 149,509 | 93,209 | 1,027,444 | 183,795 | - |
| Vancouver | 2,015,055 | 40,390 | 730,158 | 107,682 | 113,870 | 888,105 | 130,500 | 4,350 | 1,742,785 | 14,995 | 567,265 | 3,520 | 122,698 | 916,196 | 118,111 | - |
| OREGON | | | | | | | | | | | | | | | | |
| Portland | 13,481,664 | 517,443 | 2,171,825 | 5,439,307 | 399,469 | 2,700,865 | 1,320,999 | 931,756 | 11,605,479 | 364,046 | 2,211,309 | 4,802,960 | 505,651 | 1,926,703 | 1,196,471 | 598,329 |
| St. Helens | 417,793 | - | - | - | 102,798 | 154,250 | 160,745 | 210 | 484,323 | - | 1,738 | - | 90,222 | 293,421 | 98,593 | 349 |
| Astoria | 372,752 | 11,428 | 123,321 | 100,830 | 25,256 | 80,148 | 9,167 | 25,602 | 408,963 | 12,352 | 164,207 | 96,879 | 27,280 | 27,220 | 7,921 | 27,788 |
| Yaquina Harbor 6/ | 500,762 | - | 36,690 | 1,346 | 212,231 | 174,203 | 12,138 | 64,154 | 487,139 | - | 28,857 | - | 206,009 | 217,498 | 4,107 | 30,968 |
| Coos Bay 6/ | 3,214,999 | 2 | 330,056 | 250,509 | 711,403 | 717,087 | 33,287 | 1,172,655 | 3,820,576 | 33 | 268,897 | 507,896 | 800,441 | 726,527 | 102,050 | 1,414,732 |
| CALIFORNIA | | | | | | | | | | | | | | | | |
| Humboldt Bay (Eureka) | 830,436 | - | 96,736 | 218,098 | 100,310 | - | - | 415,292 | 782,764 | - | 94,764 | 224,370 | 163,770 | - | - | 299,860 |
| San Francisco | 3,619,459 | 958,954 | 478,680 | 420,361 | 412,974 | 1,294,624 | 45,805 | 8,061 | 4,091,120 | 886,177 | 607,712 | 448,114 | 353,246 | 1,725,079 | 64,502 | 6,290 |
| Oakland- Alameda | 3,588,226 | 189,950 | 768,615 | 906,741 | 638,461 | 832,336 | 251,263 | 860 | 3,772,415 | 70,480 | 692,980 | 871,048 | 641,491 | 1,063,512 | 432,334 | 570 |
| Richmond | 15,581,224 | 2,252,486 | 707,288 | 5,991,715 | 3,758,850 | 603,824 | 2,287,061 | - | 15,399,652 | 1,811,370 | 644,186 | 5,755,519 | 3,650,582 | 618,018 | 2,879,964 | 13 |
| San Pablo Bay Carquinez Strait | 2,471,675 | 104,869 | 8,556 | 322,986 | 1,542,494 | 40,654 | 452,116 | - | 2,766,182 | 56,371 | - | 184,644 | 1,356,543 | 121,884 | 1,046,740 | - |
| Suisun Bay | 7,220,193 | 1,651,455 | 225,215 | 2,033,773 | 1,645,257 | 381,029 | 1,283,464 | - | 7,314,261 | 1,596,517 | 120,591 | 1,850,739 | 1,365,243 | 113,543 | 2,267,628 | - |
| | 3,399,835 | 367,698 | 54,005 | 1,161,484 | 1,180,887 | 31,968 | 598,117 | 5,676 | 3,596,039 | 286,484 | 134,407 | 739,501 | 1,280,542 | 48,136 | 1,089,096 | 17,873 |

TABLE XIX - Continued
ALASKA, PACIFIC COAST AND HAWAII
TOTAL WATERBORNE COMMERCE
FOR 1959 AND 1958
(tons of 2,000 pounds)

| NAME OF PORT | 1959 | | | | | | | | 1958 | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TOTAL | FOREIGN | | DOMESTIC | | | | | TOTAL | FOREIGN | | DOMESTIC | | | | |
| | | | | Coastwise | | Internal | | Local and Intraport | | | | Coastwise | | Internal 1/ | | Local and Intraport |
| | | Imports | Exports | Receipts | Shipments | Receipts | Shipments | | | Imports | Exports | Receipts | Shipments | Receipts | Shipments | |
| CALIFORNIA - con. | | | | | | | | | | | | | | | | |
| Redwood City | 2,667,179 | 87,428 | 188,154 | 63,130 | 826,805 | 1,329,093 | 172,569 | - | 3,064,645 | 56,297 | 123,032 | 54,152 | 986,551 | 1,760,058 | 84,555 | - |
| Stockton | 2,719,825 | 88,766 | 1,359,989 | 164,782 | 356,023 | 744,258 | 5,883 | 124 | 3,132,099 | 31,351 | 1,489,915 | 11,534 | 357,296 | 1,233,628 | 7,725 | 650 |
| Port Hueneme 2/ | 58,852 | - | - | - | - | - | - | - | 70,329 | - | - | - | - | - | - | - |
| Los Angeles | 19,111,909 | 3,835,548 | 3,022,739 | 4,402,958 | 7,343,001 | 79,156 | 241,882 | 186,625 | 17,342,260 | 2,788,919 | 2,660,421 | 4,631,922 | 6,477,611 | 134,801 | 458,321 | 190,265 |
| Long Beach | 7,537,009 | 1,954,501 | 1,614,159 | 627,037 | 3,017,120 | 241,882 | 79,156 | 3,154 | 7,404,958 | 1,597,854 | 1,578,528 | 755,122 | 2,872,499 | 458,321 | 134,601 | 6,833 |
| San Diego | 1,720,289 | 140,975 | 48,239 | 1,464,426 | 3,334 | - | - | 63,315 | 1,737,761 | 55,119 | 53,522 | 1,481,535 | - | - | - | 146,905 |
| HAWAII | | | | | | | | | | | | | | | | |
| Port Allen | 146,021 | 1,183 | 1,216 | 76,145 | 67,445 | - | - | 32 | 127,405 | 1,063 | 1,234 | 44,982 | 57,506 | 16,538 | 6,036 | 46 |
| Nawiliwili | 415,724 | 2,637 | 3,817 | 102,146 | 307,079 | - | - | 45 | 301,018 | 2,785 | 2,989 | 45,210 | 190,537 | 39,404 | 20,151 | 42 |
| Honolulu | 4,296,855 | 124,786 | 106,779 | 3,033,351 | 1,030,945 | - | - | 994 | 4,125,721 | 133,566 | 134,768 | 2,275,721 | 670,276 | 574,172 | 336,022 | 1,186 |
| Kahului | 676,386 | 3,279 | 17,500 | 244,693 | 410,657 | - | - | 257 | 536,585 | 2,175 | 14,368 | 133,858 | 273,348 | 52,928 | 59,778 | 130 |
| Hilo | 905,930 | 1,294 | 13,593 | 332,502 | 557,366 | - | - | 1,175 | 647,874 | 1,985 | 16,733 | 199,505 | 283,673 | 92,509 | 52,846 | 623 |
| Kawaihae | 34,694 | - | - | 11,855 | 22,776 | - | - | 63 | 37,172 | - | - | - | - | 19,994 | 17,128 | 50 |

1/ "Internal" means intraterritory in the case of Alaska and Hawaii for 1958.

2/ Aberdeen includes Grays Harbor to Simpson Avenue Bridge on the Hoquiam River and to Schaefer Bros. Wharf at Montesano on the Chehalis River.

3/ Hoquiam includes the entire river north of Simpson Avenue Bridge.

4/ Willapa Harbor area includes Bar Channel at the mouth of Nallapa Bay, Bay Center Channel, Willapa River to the head of navigation, and Naselle River for 9 miles to the town of Naselle.

5/ Kalama figures include the ports of Knappton, Bradwood, Wauna, Beaver, Ranier, Prescott, and Kalama.

6/ Up-bound and down-bound traffic for 1958 is included in "Local and Intraport" figures.

7/ Port Hueneme figures reflect totals only.

Sources: Waterborne Commerce of the United States - Corps of Engineers, Department of the Army.

TABLE IX
ALASKA, PACIFIC COAST AND HAWAII
WATERBORNE COMMERCE - GRAIN
(Tons of 2,000 pounds)

| NAME OF PORT | 1959 | | | | | | | | 1958 | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TOTAL | FOREIGN | | DOMESTIC | | | | | TOTAL | FOREIGN | | DOMESTIC | | | | |
| | | | | Coastwise | | Internal 1/ | | Local and Intraport | | | | Coastwise | | Internal 1/ | | Local and Intraport |
| | | Imports | Exports | Receipts | Shipments | Receipts | Shipments | | | Imports | Exports | Receipts | Shipments | Receipts | Shipments | |
| ALASKA | | | | | | | | | | | | | | | | |
| Anchorage | 101 | - | - | 101 | - | - | - | - | 21 | - | - | 21 | - | - | - | - |
| Kodiak | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Seward | - | - | - | - | - | - | - | - | 36 | - | - | 36 | - | - | - | - |
| Juneau | - | - | - | - | - | - | - | - | 6 | - | - | 6 | - | - | - | - |
| Sitka | - | - | - | - | - | - | - | - | 2 | - | - | 2 | - | - | - | - |
| Wrangell | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ketchikan | - | - | - | - | - | - | - | - | 15 | - | - | 15 | - | - | - | - |
| PACIFIC COAST | | | | | | | | | | | | | | | | |
| WASHINGTON | | | | | | | | | | | | | | | | |
| Bellingham | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Anacortes | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Everett | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Seattle | 655,810 | - | 606,243 | 181 | 160 | 49,226 | - | - | 615,188 | 1,990 | 598,769 | 362 | 97 | 13,970 | - | - |
| Tacoma | 270,358 | - | 270,358 | - | - | - | - | - | 338,692 | 1,120 | 337,572 | - | - | - | - | - |
| Olympia | 49,226 | - | - | - | - | - | 49,226 | - | 13,970 | - | - | - | - | - | 13,970 | - |
| Port Townsend | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Port Angeles | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Grays Harbor | | | | | | | | | | | | | | | | |
| Aberdeen 2/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Hoquiam 3/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Willapa Harbor 4/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Kalama 5/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Longview | 908,929 | - | 688,648 | - | - | 220,155 | 126 | - | 868,146 | - | 663,846 | - | - | 204,300 | - | - |
| Vancouver | 880,188 | 9,204 | 710,883 | - | - | 160,101 | - | - | 727,916 | - | 551,552 | - | - | 176,364 | - | - |
| OREGON | | | | | | | | | | | | | | | | |
| Portland | 1,963,568 | - | 1,575,778 | 40 | 1,150 | 386,600 | - | - | 1,929,249 | 5 | 1,647,740 | 52 | 529 | 280,923 | - | - |
| St. Helens | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Astoria | 32,079 | - | 32,079 | - | - | - | - | - | 53,302 | - | 53,302 | - | - | - | - | - |
| Yaquina Harbor 6/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Coos Bay 7/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| CALIFORNIA | | | | | | | | | | | | | | | | |
| Humboldt Bay (Eureka) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| San Francisco | 58,697 | 561 | 27,043 | 197 | 29,793 | 1,103 | - | - | 158,014 | 211 | 125,753 | 406 | 27,161 | 4,483 | - | - |
| Oakland-Alameda | 76,560 | - | 61,178 | - | 14,412 | 777 | 193 | - | 78,599 | - | 47,763 | - | 19,774 | 10,565 | 457 | - |
| Richmond | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| San Pablo Bay | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Carquinez Strait | 532 | - | 532 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Suisun Bay | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Redwood City | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

TABLE XX - Continued
ALASKA, PACIFIC COAST AND HAWAII
WATERBORNE COMMERCE - GRAIN
(Tons of 2,000 pounds)

| NAME OF PORT | 1959 | | | | | | | | 1958 | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TOTAL | FOREIGN | | DOMESTIC | | | | | TOTAL | FOREIGN | | DOMESTIC | | | | |
| | | | | Coastwise | | Internal 1/ | | Local and Intraport | | | | Coastwise | | Internal 1/ | | Local and Intraport |
| | | Imports | Exports | Receipts | Shipments | Receipts | Shipments | | | Imports | Exports | Receipts | Shipments | Receipts | Shipments | |
| CALIFORNIA - con. | | | | | | | | | | | | | | | | |
| Stockton | 582,249 | - | 434,049 | - | 111,252 | 32,341 | 4,607 | - | 712,083 | - | 521,370 | - | 105,656 | 82,212 | 2,195 | 650 |
| Fort Ruenese 7/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Los Angeles | 173 | 98 | 5 | 46 | 24 | - | - | - | 9,708 | 161 | 9,479 | 60 | 8 | - | - | - |
| Long Beach | 3,874 | - | 3,863 | - | 11 | - | - | - | 9,240 | - | 9,240 | - | - | - | - | - |
| San Diego | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| HAWAII | | | | | | | | | | | | | | | | |
| Port Allen | 1,320 | - | - | 1,320 | - | - | - | - | 1,058 | - | - | 1,058 | - | - | - | - |
| Nawiliwili | 909 | - | - | 909 | - | - | - | - | 953 | - | - | 953 | - | - | - | - |
| Honolulu | 39,511 | 2,486 | 147 | 36,878 | - | - | - | - | 29,065 | 500 | - | 28,565 | - | - | - | - |
| Kahului | 2,280 | - | - | 2,280 | - | - | - | - | 2,521 | - | - | 2,521 | - | - | - | - |
| Hilo | 5,516 | - | - | 5,516 | - | - | - | - | 6,218 | - | - | 6,218 | - | - | - | - |
| Kawaihae | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

FOOTNOTES: See footnotes, Table XIX

Source: Waterborne Commerce of the United States - Corps of Engineers, Department of the Army.

TABLE XXI
ALASKA, PACIFIC COAST AND HAWAII
WATERBORNE COMMERCE - PETROLEUM
(Tons of 2,000 pounds)

| NAME OF PORT | 1959 | | | | | | | | 1958 | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TOTAL | FOREIGN | | DOMESTIC | | | | | TOTAL | FOREIGN | | DOMESTIC | | | | |
| | | | | Coastwise | | Internal | | Local and Intraport | | | | Coastwise | | Internal 1/ | | Local and Intraport |
| | | Imports | Exports | Receipts | Shipments | Receipts | Shipments | | | Imports | Exports | Receipts | Shipments | Receipts | Shipments | |
| ALASKA | | | | | | | | | | | | | | | | |
| Anchorage | 95,942 | - | - | 95,942 | - | - | - | - | 44,376 | - | - | 44,368 | 8 | - | - | - |
| Kodiak | 15,253 | - | - | 15,253 | - | - | - | - | 12,077 | - | - | 5,478 | - | 6,599 | - | - |
| Seward | 279,436 | - | - | 208,537 | 67,475 | - | - | 3,424 | 269,029 | - | - | 222,988 | 4,598 | 1,434 | 39,720 | 289 |
| Juneau | 75,132 | - | - | 40,491 | 5,553 | 15,515 | 13,601 | 72 | 91,802 | - | - | 47,242 | 3,444 | 17,132 | 25,483 | 201 |
| Sitka | 42,007 | - | - | 39,490 | 2,107 | - | - | 410 | 25,662 | - | - | 11,900 | - | 13,762 | - | - |
| Wrangell | 3,939 | - | 31 | 529 | - | 3,379 | - | - | 4,075 | - | 20 | 339 | - | 3,716 | - | - |
| Ketchikan | 137,043 | - | - | 110,497 | 12,321 | 4,804 | 29,071 | 350 | 143,769 | - | - | 88,511 | 4,918 | 8,230 | 41,266 | 514 |
| PACIFIC COAST | | | | | | | | | | | | | | | | |
| WASHINGTON | | | | | | | | | | | | | | | | |
| Bellingham | 100,865 | 1,693 | - | 5,400 | - | 93,007 | 765 | - | 105,379 | - | 2,201 | 5,128 | - | 97,232 | 118 | - |
| Anacortes | 6,386,003 | 2,494,110 | 2,749 | 842,510 | 1,808,201 | 18,863 | 1,219,509 | 61 | 4,223,437 | 983,090 | - | 1,213,234 | 1,224,779 | 26,956 | 777,068 | - |
| Everett | 27,627 | - | 39 | - | 22 | 27,566 | - | - | 58,875 | 16,927 | 25 | 12,207 | 8 | 29,708 | - | - |
| Seattle | 6,085,431 | 74,681 | 10,102 | 3,042,567 | 121,439 | 1,418,959 | 773,475 | 644,208 | 5,481,019 | 36,505 | 5,797 | 2,770,899 | 123,391 | 1,267,689 | 779,289 | 497,449 |
| Tacoma | 914,824 | 9,918 | 17 | 195,536 | 77,539 | 577,915 | 46,631 | 5,268 | 957,179 | 124,779 | 16 | 221,112 | 55,891 | 498,311 | 49,515 | 7,355 |
| Olympia | 161,683 | - | - | 7,833 | - | 153,850 | - | - | 109,672 | - | 33 | 6,556 | - | 102,743 | 340 | - |
| Port Townsend | 30,718 | - | - | 13,734 | - | 16,602 | 382 | - | 26,250 | - | - | 10,234 | - | 15,997 | 19 | - |
| Port Angeles | 139,669 | - | - | 81,251 | - | 58,418 | - | - | 133,349 | - | - | 82,731 | - | 50,420 | 198 | - |
| Grays Harbor | | | | | | | | | | | | | | | | |
| Aberdeen 2/ | 169,015 | - | - | 165,825 | - | - | 3,190 | - | 183,060 | - | - | 175,468 | 5,272 | - | 2,320 | - |
| Hoquiam 3/ | 7,998 | - | - | 4,808 | - | 3,190 | - | - | - | - | - | - | - | - | - | - |
| Willapa Harbor 4/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Kalama 5/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Longview | 198,982 | - | - | 191,426 | - | 7,056 | - | - | 100,177 | - | - | 93,862 | - | 6,315 | - | - |
| Vancouver | 150,088 | - | - | 107,254 | 2,230 | 12,752 | 27,852 | - | 27,530 | - | - | - | - | 27,530 | - | - |
| OREGON | | | | | | | | | | | | | | | | |
| Portland | 5,799,296 | 46,327 | 7,988 | 4,778,163 | 104,902 | 65,315 | 662,137 | 134,464 | 5,230,992 | 46,745 | 7,699 | 4,248,953 | 146,562 | 92,547 | 603,159 | 85,327 |
| St. Helens | 995 | - | - | - | - | 995 | - | - | 1,708 | - | - | - | - | 1,708 | - | - |
| Astoria | 102,779 | - | 220 | 99,210 | - | 2,457 | 892 | - | 98,806 | 85 | - | 95,800 | - | - | 2,921 | - |
| Yaquina Harbor 6/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Coos Bay 5/ | 247,764 | - | - | 221,488 | 9,023 | - | - | 17,253 | 202,445 | - | - | 198,209 | 4,236 | - | - | - |
| CALIFORNIA | | | | | | | | | | | | | | | | |
| Humboldt Bay (Eureka) | 218,098 | - | - | 218,098 | - | - | - | - | 224,513 | - | - | 224,370 | 143 | - | - | - |
| San Francisco | 1,367,151 | - | 32,857 | 47,606 | 112,696 | 1,163,430 | 10,566 | - | 1,745,922 | 48 | 42,596 | 2,333 | 81,195 | 1,617,573 | 2,177 | - |
| Oakland-Alameda | 1,296,606 | - | 12,671 | 670,286 | 35,813 | 400,729 | 177,107 | - | 1,821,074 | - | 11,996 | 623,416 | 30,938 | 791,893 | 362,831 | - |
| Richmond | 14,166,156 | 2,124,604 | 494,617 | 5,663,968 | 3,405,994 | 341,666 | 2,135,307 | - | 14,209,472 | 1,733,888 | 493,717 | 5,540,762 | 3,423,093 | 343,427 | 2,668,585 | - |
| San Pablo Bay | 2,262,894 | 71,991 | 8,556 | 276,510 | 1,517,723 | 30,022 | 358,092 | - | 2,402,730 | - | - | 125,245 | 1,338,044 | 105,871 | 833,570 | - |
| Carquinez Strait | 5,406,511 | 1,513,448 | 215,784 | 1,193,110 | 1,434,614 | 38,487 | 1,011,058 | - | 6,080,676 | 1,288,619 | 119,834 | 1,355,222 | 1,222,450 | 88,919 | 2,005,632 | - |
| Suisun Bay | 3,221,755 | 360,276 | 47,210 | 1,161,484 | 1,142,711 | 12,652 | 491,746 | 5,676 | 3,290,564 | 198,909 | 117,764 | 738,534 | 1,247,401 | 29,247 | 940,836 | 17,873 |

TABLE XXI - Continued
ALASKA, PACIFIC COAST AND HAWAII
WATERBORNE COMMERCE - PETROLEUM
(Tons of 2,000 pounds)

| NAME OF PORT | 1959 | | | | | | | | 1958 | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TOTAL | FOREIGN | | DOMESTIC | | | | | TOTAL | FOREIGN | | DOMESTIC | | | | |
| | | | | Coastwise | | Internal | | Local and Intraport | | | | Coastwise | | Internal 1/ | | Local and Intraport |
| | | Imports | Exports | Receipts | Shipments | Receipts | Shipments | | | Imports | Exports | Receipts | Shipments | Receipts | Shipments | |
| CALIFORNIA - con. | | | | | | | | | | | | | | | | |
| Redwood City | 397,453 | - | - | 14,511 | - | 382,942 | - | - | 557,492 | - | - | - | - | 557,492 | - | - |
| Stockton | 551,218 | - | 6 | 35,791 | - | 515,421 | - | - | 86,492 | - | - | - | - | 83,791 | 2,701 | - |
| Port Hueneme 2/ | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Los Angeles | 13,720,363 | 2,045,707 | 2,032,111 | 2,784,573 | 6,533,190 | 79,156 | 241,302 | 4,304 | 12,660,515 | 1,488,431 | 1,838,441 | 3,006,146 | 5,731,990 | 129,372 | 456,535 | - |
| Long Beach | 4,996,871 | 993,619 | 733,712 | 91,039 | 2,858,043 | 241,302 | 79,156 | - | 5,152,711 | 921,322 | 739,359 | 141,007 | 2,765,116 | 456,535 | 129,372 | - |
| San Diego | 1,260,787 | 38,234 | 938 | 1,221,265 | 350 | - | - | - | 1,195,203 | - | 2,756 | 1,192,447 | - | - | - | - |
| HAWAII | | | | | | | | | | | | | | | | |
| Port Allen | 34,614 | - | - | 34,614 | - | - | - | - | 24,867 | - | - | 20,331 | - | 4,536 | - | - |
| Nawiliwili | 24,372 | - | - | 24,372 | - | - | - | - | 18,401 | - | - | 14,799 | - | 3,602 | - | - |
| Honolulu | 1,242,363 | - | 86 | 1,178,042 | 64,235 | - | - | - | 1,226,391 | 42,465 | 72 | 1,135,634 | 13,111 | 99 | 35,810 | - |
| Kahului | 93,306 | - | - | 93,306 | - | - | - | - | 71,727 | - | - | 68,209 | - | 3,513 | 5 | - |
| Hilo | 126,960 | - | - | 126,941 | 19 | - | - | - | 105,567 | - | - | 102,800 | - | 2,760 | 7 | - |
| Kawaihae | 3,364 | - | - | 3,364 | - | - | - | - | - | - | - | - | - | - | - | - |

FOOTNOTES: See footnotes, Table XIX

Source: Waterborne Commerce of the United States - Corps of Engineers, Department of the Army.

TABLE XXII
ALASKA, PACIFIC COAST AND HAWAII
WATERBORNE COMMERCE - COAL
(Tons of 2,000 pounds)

| NAME OF PORT | 1959 | | | | | | | | | 1958 | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TOTAL | FOREIGN | | DOMESTIC | | | | | TOTAL | FOREIGN | | DOMESTIC | | | | | | |
| | | | | Coastwise | | Internal | | Local and Intraport | | | | Coastwise | | Internal 1/ | | Local and Intraport | | |
| | | Imports | Exports | Receipts | Shipments | Receipts | Shipments | | | Imports | Exports | Receipts | Shipments | Receipts | Shipments | | | |
| ALASKA | | | | | | | | | | | | | | | | | | |
| Anchorage | - | - | - | - | - | - | - | - | 14 | - | - | 14 | - | - | - | - | | |
| Kodiak | 20 | - | - | 20 | - | - | - | - | 29 | - | - | 29 | - | - | - | - | | |
| Seward | 16 | - | - | 2 | 14 | - | - | - | 52 | - | - | 52 | - | - | - | - | | |
| Juneau | 21 | - | - | 21 | - | - | - | - | 8 | - | - | 8 | - | - | - | - | | |
| Sitka | 35 | - | - | 35 | - | - | - | - | 26 | - | - | 26 | - | - | - | - | | |
| Wrangell | 5 | - | - | 5 | - | - | - | - | 3 | - | - | 3 | - | - | - | - | | |
| Ketchikan | 83 | - | - | 83 | - | - | - | - | 47 | - | - | 47 | - | - | - | - | | |
| PACIFIC COAST | | | | | | | | | | | | | | | | | | |
| WASHINGTON | | | | | | | | | | | | | | | | | | |
| Bellingham | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Anacortes | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Everett | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Seattle | 182,334 | - | 181,469 | 21 | 844 | - | - | - | 51,320 | - | 50,232 | - | 798 | - | - | - | | |
| Tacoma | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Olympia | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Port Townsend | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Port Angeles | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Grays Harbor | | | | | | | | | | | | | | | | | | |
| Aberdeen 2/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Hoquiam 3/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Willapa | | | | | | | | | | | | | | | | | | |
| Harbor 4/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Kalama 5/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Longview | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Vancouver | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| OREGON | | | | | | | | | | | | | | | | | | |
| Portland | - | - | - | - | - | - | - | - | 27,234 | - | 27,234 | - | - | - | - | - | | |
| St. Helens | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Astoria | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Yaquina | | | | | | | | | | | | | | | | | | |
| Harbor 6/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Coos Bay 6/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| CALIFORNIA | | | | | | | | | | | | | | | | | | |
| Humboldt Bay (Eureka) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| San Francisco Oakland- | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Alameda | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Richmond | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| San Pablo Bay | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Carquines Strait | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Suisun Bay | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Redwood City | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |

TABLE XVII - Continued

ALASKA, PACIFIC COAST AND HAWAII
WATERBORNE COMMERCE - COAL
(Tons of 2,000 pounds)

| NAME OF PORT | 1959 | | | | | | | | 1958 | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TOTAL | FOREIGN | | DOMESTIC | | | | | TOTAL | FOREIGN | | DOMESTIC | | | | |
| | | | | Coastwise | | Internal | | Local and Intraport | | | | Coastwise | | Internal 1/ | | * Local and Intreport |
| | | Imports | Exports | Receipts | Shipments | Receipts | Shipments | | | Imports | Exports | Receipts | Shipments | Receipts | Shipments | |
| CALIFORNIA - con. | | | | | | | | | | | | | | | | |
| Stockton | - | - | - | - | - | - | - | - | 191,561 | - | 191,561 | - | - | - | - | - |
| Port Hueneme 2/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Los Angeles | 7 | 7 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Long Beach | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| San Diego | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| HAWAII | | | | | | | | | | | | | | | | |
| Port Allen | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Nawiliwili | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Honolulu | 30 | - | - | 30 | - | - | - | - | 33 | - | - | 33 | - | - | - | - |
| Kahului | 10 | - | - | 10 | - | - | - | - | - | - | - | - | - | - | - | - |
| Hilo | - | - | - | - | - | - | - | - | 10 | - | - | 10 | - | - | - | - |
| Kawaihae | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

FOOTNOTES: See footnotes, Table XIX

Source: Waterborne Commerce of the United States -
Corps of Engineers, Department of the Army.

TABLE XXIII

ALASKA, PACIFIC COAST AND HAWAII

WATERBORNE COMMERCE - PAPER AND PAPER PRODUCTS

(Tons of 2,000 pounds)

| NAME OF PORT | 1959 | | | | | | | | 1958 | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TOTAL | FOREIGN | | DOMESTIC | | | | | TOTAL | FOREIGN | | DOMESTIC | | | | |
| | | | | Coastwise | | Internal | | Local and Intraport | | | | Coastwise | | Internal 1/ | | Local and Intraport |
| | | Imports | Exports | Receipts | Shipments | Receipts | Shipments | | | Imports | Exports | Receipts | Shipments | Receipts | Shipments | |
| ALASKA | | | | | | | | | | | | | | | | |
| Anchorage | 1,328 | - | - | 1,328 | - | - | - | - | 2,820 | - | - | 2,766 | 54 | - | - | - |
| Kodiak | 93 | - | - | 93 | - | - | - | - | 72 | - | - | 72 | - | - | - | - |
| Seward | 2,826 | - | - | 2,772 | 54 | - | - | - | 2,947 | - | - | 2,947 | - | - | - | - |
| Juneau | 149 | - | - | 149 | - | - | - | - | 209 | - | - | 209 | - | - | - | - |
| Sitka | 17 | - | - | 17 | - | - | - | - | 40 | - | - | 40 | - | - | - | - |
| Wrangell | 7 | - | - | 7 | - | - | - | - | 1,605 | - | 1,605 | - | - | - | - | - |
| Ketchikan | 15,635 | 22 | 15,427 | 186 | - | - | - | - | 6,974 | 22 | 6,596 | 346 | 10 | - | - | - |
| PACIFIC COAST | | | | | | | | | | | | | | | | |
| WASHINGTON | | | | | | | | | | | | | | | | |
| Bellingham | 27,580 | 3,616 | 22,887 | - | - | 605 | 472 | - | 19,572 | 1,195 | 17,116 | - | 33 | 474 | 754 | - |
| Anacortes | 34 | - | - | - | 14 | 20 | - | - | 40 | - | - | - | 40 | - | - | - |
| Everett | 99,564 | 21 | 26,296 | - | 63,733 | 1,594 | 7,920 | - | 109,505 | 42 | 21,913 | - | 68,889 | 2,134 | 16,527 | - |
| Seattle | 171,995 | 55,856 | 14,804 | 3,784 | 13,163 | 84,275 | 134 | - | - | - | - | - | - | - | - | - |
| Tacoma | 103,812 | 18,291 | 23,686 | 110 | 3,011 | 57,990 | 724 | - | 87,581 | 12,416 | 23,692 | - | 4,556 | 46,343 | 574 | - |
| Olympia | 6,787 | - | 6 | - | - | 595 | 6,186 | - | 8,572 | - | 446 | - | - | 949 | 7,177 | - |
| Port Townsend | 34,072 | - | 3,699 | - | - | - | 30,373 | - | 33,337 | - | 3,017 | - | - | 1,466 | 28,854 | - |
| Port Angeles | 177,732 | 671 | 34,933 | 6 | 39,248 | 1,689 | 101,185 | - | 156,907 | 468 | 22,018 | 66 | 49,712 | 1,371 | 83,272 | - |
| Grays Harbor | | | | | | | | | | | | | | | | |
| Aberdeen 2/ | 31,065 | - | 31,065 | - | - | - | - | - | 23,350 | - | 23,350 | - | - | - | - | - |
| Hoquiam 3/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Willapa | | | | | | | | | | | | | | | | |
| Harbor 4/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Kalama 5/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Longview | 70,344 | 159 | 68,523 | - | 15 | 1,647 | - | - | 52,274 | 97 | 47,170 | - | 3,040 | 1,967 | - | - |
| Vancouver | 4,318 | 1,922 | 1,315 | - | 1,868 | 181 | 32 | - | 14,537 | 6 | 1,152 | - | 4,420 | 6,818 | 2,141 | - |
| OREGON | | | | | | | | | | | | | | | | |
| Portland | 800,260 | 2,185 | 61,978 | 5,015 | 87,968 | 575,781 | 55,525 | 11,808 | 744,971 | 49 | 57,995 | 4,088 | 124,366 | 501,476 | 41,961 | 15,036 |
| St. Helens | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Astoria | 347 | - | 347 | - | - | - | - | - | 389 | - | 389 | - | - | - | - | - |
| Yaquina | | | | | | | | | | | | | | | | |
| Harbor 6/ | 3,996 | - | 3,996 | - | - | - | - | - | 1,597 | - | 1,522 | - | 75 | - | - | - |
| Coos Bay 5/ | 25,651 | - | 28 | - | 25,623 | - | - | - | 25,966 | - | - | - | 25,966 | - | - | - |
| CALIFORNIA | | | | | | | | | | | | | | | | |
| Humboldt Bay (Eureka) | 117 | - | - | - | 117 | - | - | - | - | - | - | - | - | - | - | - |
| San Francisco | 138,883 | 87,888 | 17,204 | 28,048 | 4,007 | 1,736 | - | - | 138,341 | 80,656 | 13,033 | 39,711 | 3,620 | 1,321 | - | - |
| Oakland-Alameda | 58,601 | 38,980 | 4,092 | 8,608 | 6,435 | - | 486 | - | 35,251 | 10,130 | 2,176 | 14,640 | 6,984 | - | 1,321 | - |
| Richmond | 63 | - | 63 | - | - | - | - | - | 38 | 38 | - | - | - | - | - | - |
| San Pablo Bay | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Carquines Strait | 1 | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Suisun Bay | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Redwood City | 2,338 | 2,338 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

TABLE XXIII - Continued
ALASKA, PACIFIC COAST AND HAWAII
WATERBORNE COMMERCE - PAPER AND PAPER PRODUCTS
(Tons of 2,000 pounds)

| NAME OF PORT | 1959 | | | | | | | | 1958 | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TOTAL | FOREIGN | | DOMESTIC | | | | | TOTAL | FOREIGN | | DOMESTIC | | | | |
| | | | | Coastwise | | Internal | | Local and Intraport | | | | Coastwise | | Internal 1/ | | Local and Intraport |
| | | Imports | Exports | Receipts | Shipments | Receipts | Shipments | | | Imports | Exports | Receipts | Shipments | Receipts | Shipments | |
| CALIFORNIA - con. | | | | | | | | | | | | | | | | |
| Stockton | 1,110 | 116 | 258 | 23 | 713 | - | - | - | 1,362 | 512 | 305 | 26 | 519 | - | - | - |
| Port Hueneme 2/ | 1,978 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Los Angeles | 155,553 | 61,470 | 17,824 | 60,429 | 15,830 | - | - | - | 105,686 | 19,034 | 15,217 | 53,981 | 17,454 | - | - | - |
| Long Beach | 324,345 | 209,866 | 14,515 | 99,324 | 640 | - | - | - | 358,338 | 200,427 | 10,706 | 146,109 | 1,096 | - | - | - |
| San Diego | 30,030 | 22,696 | 287 | 5,384 | 1,663 | - | - | - | 26,128 | 19,184 | 640 | 6,304 | - | - | - | - |
| HAWAII | | | | | | | | | | | | | | | | |
| Port Allen | 1,003 | - | - | 1,003 | - | - | - | - | 1,429 | - | - | 1,356 | - | 73 | - | - |
| Nawiliwili | 1,977 | - | - | 1,977 | - | - | - | - | 2,029 | - | - | 2,014 | - | 15 | - | - |
| Honolulu | 62,391 | 19,577 | 1,587 | 39,531 | 1,696 | - | - | - | 58,209 | 11,375 | 861 | 42,340 | 114 | 3,318 | 201 | - |
| Kahului | 4,416 | 60 | - | 4,355 | 1 | - | - | - | 4,458 | 21 | - | 4,326 | - | 111 | - | - |
| Hilo | 26,434 | 7 | 77 | 1,779 | 24,571 | - | - | - | 20,569 | 235 | 41 | 2,202 | 14,773 | - | 3,318 | - |
| Kawaihae | 7 | - | - | 7 | - | - | - | - | - | - | - | - | - | - | - | - |

FOOTNOTES: See footnotes, Table XIX

Source: Waterborne Commerce of the United States -
Corps of Engineers, Department of the Army

TABLE XXIV
ALASKA, PACIFIC COAST AND HAWAII
WATERBORNE COMMERCE - WOOD AND WOOD PRODUCTS
(Tons of 2,000 pounds)

| NAME OF PORT | 1959 | | | | | | | | 1958 | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TOTAL | FOREIGN | | DOMESTIC | | | | | TOTAL | FOREIGN | | DOMESTIC | | | | |
| | | | | Coastwise | | Internal | | Local and Intraport | | | | Coastwise | | Internal 1/ | | Local and Intraport |
| | | Imports | Exports | Receipts | Shipments | Receipts | Shipments | | | Imports | Exports | Receipts | Shipments | Receipts | Shipments | |
| ALASKA | | | | | | | | | | | | | | | | |
| Anchorage | 10,870 | 62 | - | 10,756 | 52 | - | - | - | 10,768 | - | - | 7,488 | 1,142 | 2,138 | - | - |
| Kodiak | 533 | - | - | 533 | - | - | - | - | 430 | - | - | 428 | 2 | - | - | - |
| Seward | 40,613 | - | - | 36,484 | 4,129 | - | - | - | 30,043 | - | - | 21,858 | 3,461 | 4,720 | 4 | - |
| Juneau | 65,606 | - | - | 4,177 | 7,621 | 56,678 | 51 | 79 | 46,796 | - | - | 966 | 4,126 | 40,076 | 1,628 | - |
| Sitka | 43,383 | - | - | 42,460 | 923 | - | - | - | 38,011 | - | - | 4,305 | 4,811 | 27,214 | 1,681 | - |
| Wrangell | 166,182 | - | 25,039 | 23,193 | 168 | 102,652 | 5,051 | 79 | 68,989 | - | 5,808 | 44 | 568 | 55,767 | 6,802 | - |
| Ketchikan | 796,460 | - | - | 87,050 | 35,211 | 630,862 | 28,003 | 15,334 | 463,463 | - | 5,147 | 1,203 | 6,643 | 434,689 | 14,435 | 1,346 |
| PACIFIC COAST | | | | | | | | | | | | | | | | |
| WASHINGTON | | | | | | | | | | | | | | | | |
| Bellingham | 1,131,253 | 493,512 | 21,286 | - | 100 | 150,571 | 191,828 | 273,956 | 858,954 | 582,473 | 9,765 | - | 1,382 | 109,265 | 131,707 | 24,272 |
| Anacortes | 435,400 | 2,221 | 5,121 | 7,868 | - | 232,404 | 152,483 | 35,303 | 287,362 | 3,113 | 8,651 | - | - | 164,813 | 77,385 | 33,400 |
| Everett | 2,752,613 | 42,805 | 7,698 | 8,266 | 661 | 1,523,154 | 827,393 | 342,666 | 2,433,993 | 59,800 | 3,289 | 568 | 3,066 | 1,310,430 | 763,741 | 293,100 |
| Seattle | 1,687,560 | 349,740 | 24,253 | 9,120 | 86,245 | 650,185 | 394,413 | 174,304 | 1,171,642 | 225,813 | 30,737 | 2,864 | 36,275 | 474,235 | 310,313 | 91,405 |
| Tacoma | 1,923,309 | 35,596 | 62,621 | 13,932 | 33,690 | 269,476 | 616,776 | 891,558 | 1,221,511 | 39,216 | 49,231 | 15,758 | 40,810 | 270,953 | 304,844 | 491,699 |
| Olympia | 980,240 | 144 | 12,289 | 1,810 | 213,600 | 423,564 | 212,378 | 116,455 | 986,632 | - | 5,135 | 58,889 | 238,110 | 269,659 | 255,049 | 159,790 |
| Port Townsend | 582,466 | 214,170 | 500 | - | - | 365,928 | 1,868 | - | 560,061 | 216,777 | 18 | - | - | 342,923 | 323 | - |
| Port Angeles | 1,605,745 | 105,336 | 15,284 | 1,005 | 31,539 | 565,599 | 193,803 | 693,179 | 1,208,819 | 80,383 | 14,974 | - | 2,638 | 396,271 | 130,555 | 583,998 |
| Grays Harbor | | | | | | | | | | | | | | | | |
| Aberdeen 2/ | 1,642,308 | 3,108 | 4,335 | - | 269,991 | 603,364 | 40,286 | 721,224 | 1,316,605 | - | 7,898 | 8,933 | 208,569 | 404,352 | 56,426 | 630,427 |
| Hoquiam 3/ | 593,069 | - | - | - | - | 2,396 | 517,387 | 73,286 | 461,634 | - | - | - | - | 13,096 | 382,668 | 65,870 |
| Willapa | | | | | | | | | | | | | | | | |
| Harbor 4/ | 409,930 | - | - | - | 66,083 | - | - | 343,847 | 356,868 | - | 701 | - | 57,342 | - | - | 298,825 |
| Kalama 5/ | 717,245 | - | 354 | - | 138,919 | 285,227 | 292,745 | - | 916,964 | - | - | - | 175,506 | 389,819 | 351,639 | - |
| Longview | 1,255,703 | 124,116 | 72,978 | - | 90,181 | 775,977 | 186,705 | 5,746 | 1,206,641 | 71,793 | 52,297 | - | 86,749 | 814,562 | 181,240 | - |
| Vancouver | 683,205 | 430 | 3,637 | - | 109,310 | 472,980 | 96,848 | - | 724,932 | 185 | 2,233 | - | 113,662 | 509,834 | 99,018 | - |
| OREGON | | | | | | | | | | | | | | | | |
| Portland | 1,292,741 | 17,633 | 107,116 | 410 | 63,717 | 766,101 | 147,776 | 189,988 | 799,179 | 13,083 | 79,183 | 335 | 77,546 | 382,952 | 165,021 | 81,059 |
| St. Helens | 399,388 | - | - | - | 70,535 | 174,603 | 154,250 | - | 478,842 | - | 1,738 | - | 90,168 | 288,343 | 98,593 | - |
| Astoria | 107,753 | 20 | 1,099 | - | 25,256 | 73,066 | - | 8,312 | 109,326 | 2 | 1,254 | - | 23,314 | 75,626 | - | 9,130 |
| Yaquina | | | | | | | | | | | | | | | | |
| Harbor 6/ | 478,188 | - | 18,843 | 1,346 | 212,231 | 174,203 | 12,138 | 59,427 | 474,947 | - | 22,170 | - | 205,934 | 217,498 | 4,107 | 25,238 |
| Coos Bay 5/ | 2,901,341 | - | 322,637 | 304 | 675,859 | 717,087 | 33,287 | 1,152,167 | 3,276,021 | - | 262,494 | 5,852 | 770,239 | 726,527 | 102,090 | 1,408,859 |
| CALIFORNIA | | | | | | | | | | | | | | | | |
| Humboldt Bay (Eureka) | 592,380 | - | 92,180 | - | 100,193 | - | - | 400,007 | 533,296 | - | 83,216 | - | 163,627 | - | - | 286,453 |
| San Francisco Oakland- | 92,650 | 60,049 | 20,086 | 915 | 11,425 | 27 | 148 | - | 87,086 | 50,174 | 24,922 | 954 | 8,626 | 309 | 2,101 | - |
| Alameda | 28,025 | 13,427 | 7,350 | 551 | 6,522 | 148 | 27 | - | 18,552 | 3,777 | 7,386 | 1,266 | 3,809 | 2,101 | 213 | - |
| Richmond | 471 | 465 | 6 | - | - | - | - | - | 1,220 | 144 | 980 | - | - | - | 96 | - |
| San Pablo Bay | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Carquinez | | | | | | | | | | | | | | | | |
| Strait | 25 | 25 | - | - | - | - | - | - | 7 | 7 | - | - | - | - | - | - |
| Suisun Bay | - | - | - | - | - | - | - | - | 1,078 | 111 | - | 967 | - | - | - | - |
| Redwood City | 48,933 | 314 | - | 48,619 | - | - | - | - | 54,152 | - | - | 54,152 | - | - | - | - |

TABLE XXIV - Continued
ALASKA, PACIFIC COAST AND HAWAII
WATERBORNE COMMERCE - WOOD AND WOOD PRODUCTS
(Tons of 2,000 pounds)

| NAME OF PORT | 1959 | | | | | | | | 1958 | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TOTAL | FOREIGN | | DOMESTIC | | | | | TOTAL | FOREIGN | | DOMESTIC | | | | |
| | | | | Coastwise | | Internal | | Local and Intraport | | | | Coastwise | | Internal 1/ | | Local and Intraport |
| | | Imports | Exports | Receipts | Shipments | Receipts | Shipments | | | Imports | Exports | Receipts | Shipments | Receipts | Shipments | |
| CALIFORNIA - con. | | | | | | | | | | | | | | | | |
| Stockton | 10,782 | 4,725 | 5,822 | 14 | 221 | - | - | - | 3,091 | 840 | 1,986 | - | 265 | - | - | - |
| Port Hueneme 2/ | 6,422 | - | - | - | - | - | - | - | 41,979 | - | - | - | - | - | - | - |
| Los Angeles | 964,534 | 119,249 | 1,415 | 829,461 | 14,409 | - | - | - | 947,687 | 89,446 | 1,089 | 848,611 | 8,541 | - | - | - |
| Long Beach | 179,628 | 51,041 | 642 | 127,887 | 58 | - | - | - | 197,762 | 37,370 | 239 | 159,828 | 325 | - | - | - |
| San Diego | 183,117 | 3,639 | 380 | 178,083 | 1,015 | - | - | - | 216,943 | 2,343 | 554 | 214,046 | - | - | - | - |
| HAWAII | | | | | | | | | | | | | | | | |
| Port Allen | 5,356 | 90 | - | 4,377 | 889 | - | - | - | 3,416 | 65 | - | 3,119 | - | 108 | 124 | - |
| Nawiliwili | 3,432 | 145 | - | 3,099 | 188 | - | - | - | 1,176 | 46 | - | 976 | 1 | 107 | 26 | - |
| Honolulu | 201,307 | 16,111 | 13 | 176,274 | 8,909 | - | - | - | 167,812 | 15,960 | 81 | 145,848 | 1,101 | 1,119 | 3,705 | - |
| Kahului | 8,139 | 434 | - | 5,910 | 1,795 | - | - | - | 5,592 | 91 | - | 4,145 | 5 | 445 | 906 | - |
| Hilo | 12,580 | - | - | 11,810 | 770 | - | - | - | 11,699 | 14 | - | 9,654 | 30 | 1,742 | 259 | - |
| Kawaihae | 80 | - | - | 55 | 25 | - | - | - | 72 | - | - | - | - | 72 | - | - |

FOOTNOTES: See footnotes, Table XIX

Source: Waterborne Commerce of the United States -
Corps of Engineers, Department of the Army

TABLE XXI
ALASKA, PACIFIC COAST AND HAWAII
WATERBORNE COMMERCE - GENERAL CARGO
(Tons of 2,000 pounds)

| NAME OF PORT | 1959 | | | | | | | | 1958 | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TOTAL | FOREIGN | | DOMESTIC | | | | Local and Intraport | TOTAL | FOREIGN | | DOMESTIC | | | | Local and Intraport |
| | | | | Coastwise | | Internal | | | | | | Coastwise | | Internal 1/ | | |
| | | Imports | Exports | Receipts | Shipments | Receipts | Shipments | | | Imports | Exports | Receipts | Shipments | Receipts | Shipments | |
| ALASKA | | | | | | | | | | | | | | | | |
| Anchorage | 57,204 | 4,838 | - | 44,334 | 7,241 | - | - | 791 | 93,515 | - | 1,697 | 70,393 | 14,842 | 2,812 | 2,150 | 1,661 |
| Kodiak | 13,484 | - | - | 9,219 | 4,327 | - | - | 3,938 | 22,876 | - | - | 16,039 | 3,089 | 12 | 601 | 3,135 |
| Seward | 212,879 | 1,596 | - | 178,085 | 31,842 | - | - | 1,356 | 129,226 | 603 | - | 110,336 | 13,061 | 431 | 4,798 | 137 |
| Juneau | 26,073 | 217 | 132 | 21,411 | 3,036 | 454 | 700 | 123 | 25,099 | 137 | - | 18,151 | 2,282 | 979 | 1,117 | 2,433 |
| Sitka | 27,851 | 2,117 | 25 | 22,608 | 1,871 | - | - | 1,230 | 33,380 | 1,607 | - | 28,240 | 1,111 | 520 | 1,151 | 751 |
| Wrangell | 9,141 | - | 172 | 6,145 | 933 | 10 | 2 | 1,879 | 8,980 | - | 85 | 3,537 | 2,297 | 38 | 268 | 2,995 |
| Ketchikan | 75,217 | 565 | 232 | 59,017 | 9,975 | 204 | 325 | 5,299 | 78,559 | 43 | 76 | 48,390 | 11,895 | 848 | 1,090 | 16,217 |
| PACIFIC COAST | | | | | | | | | | | | | | | | |
| WASHINGTON | | | | | | | | | | | | | | | | |
| Bellingham | 143,999 | 2,302 | 39,625 | 16,189 | 7,378 | 7,987 | 58,142 | 12,376 | 123,134 | 1,176 | 3,680 | 27,949 | 10,599 | 7,112 | 59,608 | 12,970 |
| Anacortes | 92,874 | 699 | 6,782 | 9,876 | 21,460 | 4,663 | 36,673 | 12,751 | 48,391 | 1,171 | 3,200 | 17,891 | - | 3,889 | 9,326 | 12,914 |
| Everett | 56,652 | 2,533 | 11,264 | 63 | 4,168 | 36,458 | 1,092 | 1,074 | 56,734 | 2,791 | 8,476 | 800 | 3,343 | 34,527 | 3,995 | 3,002 |
| Seattle | 1,523,136 | 266,698 | 247,054 | 340,065 | 429,096 | 146,493 | 63,179 | 38,251 | 1,764,360 | 276,112 | 265,447 | 313,886 | 436,227 | 197,653 | 167,949 | 167,986 |
| Tacoma | 642,680 | 14,295 | 305,912 | 129,630 | 95,879 | 30,904 | 65,046 | 1,014 | 491,725 | 17,124 | 290,587 | 24,671 | 87,841 | 10,693 | 57,103 | 3,706 |
| Olympia | 59,724 | 740 | 3,990 | 1,992 | 2,099 | 13,011 | 37,892 | - | 68,860 | 2,586 | 3,076 | 1,340 | 14,325 | 10,668 | 36,865 | - |
| Port Townsend | 20,326 | 2 | - | - | - | 4,965 | 15,359 | - | 16,995 | 6 | 1,643 | - | - | 4,952 | 10,394 | - |
| Port Angeles | 91,535 | 300 | 16,302 | 122 | 32 | 51,235 | 23,262 | 282 | 76,415 | 140 | 8,317 | 253 | 15 | 45,313 | 22,153 | 224 |
| Grays Harbor | | | | | | | | | | | | | | | | |
| Aberdeen 2/ | 15,968 | 832 | 3,239 | 4,184 | 20 | - | - | 7,693 | 54,871 | 810 | 13,640 | 22,065 | 200 | - | 50 | 18,106 |
| Hoquiam 3/ | 1,109 | - | - | 715 | - | - | - | 394 | 2,899 | - | - | - | - | 2,370 | - | 529 |
| Willapa Harbor 4/ | 35,335 | 55 | - | - | - | - | - | 35,280 | 37,528 | - | - | - | - | - | - | 37,528 |
| Kalama 5/ | 685 | - | - | 455 | - | 30 | 15 | 185 | 508 | - | - | - | - | 100 | 200 | 208 |
| Longview | 67,877 | 31,382 | 13,279 | - | 8,403 | 35 | 14,778 | - | 45,196 | 27,314 | 11,909 | - | 3,418 | - | 2,555 | - |
| Vancouver | 33,225 | 12,874 | 14,292 | 428 | 462 | 1,121 | 1,248 | 2,800 | 20,792 | 3,419 | 10,015 | 2,017 | 4,616 | 700 | 25 | - |
| OREGON | | | | | | | | | | | | | | | | |
| Portland | 1,092,062 | 343,871 | 286,565 | 210,924 | 106,834 | 72,913 | 63,635 | 7,320 | 915,503 | 210,334 | 307,309 | 144,766 | 135,162 | 72,757 | 39,266 | 5,909 |
| St. Helens | 210 | - | - | - | - | - | - | 210 | 403 | - | - | - | 54 | - | - | 349 |
| Astoria | 113,694 | 11,408 | 83,176 | 1,620 | - | - | 200 | 17,290 | 145,140 | 12,265 | 109,262 | 1,079 | 3,876 | - | - | 18,658 |
| Yaquina Harbor 6/ | 18,978 | - | 14,251 | - | - | - | - | 4,727 | 10,895 | - | 5,165 | - | - | - | - | 5,730 |
| Coos Bay 5/ | 11,190 | 2 | 7,382 | 871 | 898 | - | - | 2,037 | 9,692 | 33 | 6,403 | - | - | - | - | 3,256 |
| CALIFORNIA | | | | | | | | | | | | | | | | |
| Humboldt Bay (Eureka) | 19,841 | - | 4,556 | - | - | - | - | 15,285 | 24,955 | - | 11,548 | - | - | - | - | 13,407 |
| San Francisco | 1,718,036 | 662,268 | 335,932 | 326,946 | 249,522 | 124,386 | 10,921 | 8,061 | 1,615,856 | 570,728 | 370,547 | 350,853 | 224,413 | 83,630 | 9,395 | 6,290 |
| Oakland- Alameda | 1,550,254 | 119,418 | 458,669 | 223,946 | 543,062 | 134,715 | 69,564 | 860 | 1,425,078 | 40,382 | 508,196 | 221,242 | 534,426 | 69,357 | 50,905 | 570 |
| Richmond | 868,316 | 47,346 | 77,418 | 258,353 | 184,218 | 169,024 | 131,967 | - | 398,918 | 11,043 | 50,243 | 155,701 | 45,521 | 135,745 | 632 | 13 |
| San Pablo Bay | 103,838 | 1,409 | - | 447 | 24,099 | 2,051 | 75,832 | - | 1,843 | - | - | - | 351 | 164 | 1,328 | - |
| Carquines Strait | 1,153,779 | 17,142 | 5,197 | 829,298 | 26,802 | 5,886 | 269,454 | - | 833,019 | 149,949 | 757 | 428,494 | 25,258 | 798 | 227,763 | - |
| Suisun Bay | 56,185 | - | 6,795 | - | 37,962 | 6,313 | 5,115 | - | 17,466 | 13 | 16,643 | - | 810 | - | - | - |
| Redwood City | 47 | 47 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

TABLE XXV - Continued
ALASKA, PACIFIC COAST AND HAWAII
WATERBORNE COMMERCE - GENERAL CARGO
(Tons of 2,000 pounds)

| NAME OF PORT | 1959 | | | | | | | | 1958 | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TOTAL | FOREIGN | | DOMESTIC | | | | | TOTAL | FOREIGN | | DOMESTIC | | | | |
| | | | | Coastwise | | Internal | | Local and Intraport | | | | Coastwise | | Internal 1/ | | Local and Intraport |
| | | Imports | Exports | Receipts | Shipments | Receipts | Shipments | | | Imports | Exports | Receipts | Shipments | Receipts | Shipments | |
| CALIFORNIA - con. | | | | | | | | | | | | | | | | |
| Stockton Port | 680,673 | 43,943 | 188,138 | 89,980 | 242,483 | 114,729 | 1,276 | 124 | 464,692 | 5,888 | 204,056 | 3,878 | 248,986 | 1,477 | 407 | - |
| Ruenene 2/ | 34,006 | - | - | - | - | - | - | - | 14,636 | - | - | - | - | - | - | - |
| Los Angeles | 3,163,359 | 1,060,182 | 581,720 | 615,033 | 723,523 | - | 580 | 182,321 | 2,461,068 | 737,830 | 580,309 | 562,572 | 382,877 | 5,429 | 1,786 | 190,265 |
| Long Beach | 934,528 | 267,298 | 300,576 | 267,664 | 95,256 | 580 | - | 3,154 | 775,009 | 153,038 | 276,812 | 283,199 | 47,912 | 1,786 | 5,429 | 6,833 |
| San Diego | 244,287 | 75,614 | 46,361 | 58,671 | 306 | - | - | 63,315 | 228,613 | 25,780 | 47,431 | 8,497 | - | - | - | 146,905 |
| HAWAII | | | | | | | | | | | | | | | | |
| Port Allen | 59,581 | 1,093 | 1,216 | 32,897 | 24,343 | - | - | 32 | 50,867 | - | 1,234 | 12,894 | 20,574 | 10,207 | 5,912 | 46 |
| Nawiliwili | 339,470 | 2,492 | 1,175 | 66,849 | 268,909 | - | - | 45 | 227,895 | 33 | 1,042 | 15,349 | 161,074 | 30,230 | 20,125 | 42 |
| Honolulu | 2,324,086 | 75,289 | 42,833 | 1,310,735 | 894,235 | - | - | 994 | 2,231,274 | 40,931 | 110,082 | 641,749 | 605,926 | 568,926 | 262,474 | 1,186 |
| Kahului | 597,343 | 2,785 | 12,388 | 133,324 | 408,589 | - | - | 257 | 367,411 | 45 | 11,792 | 38,021 | 216,039 | 43,836 | 58,148 | 130 |
| Hilo | 668,603 | 1,287 | 159 | 178,941 | 487,041 | - | - | 1,175 | 419,124 | 77 | 226 | 49,536 | 246,500 | 72,906 | 49,256 | 623 |
| Kawaihae | 18,055 | - | - | 8,408 | 9,584 | - | - | 63 | 37,081 | - | - | - | - | 19,903 | 17,128 | 50 |

FOOTNOTES: See footnotes, Table XIX

Source: Waterborne Commerce of the United States - Corps of Engineers, Department of the Army

TABLE XXII

ALASKA, PACIFIC COAST AND HAWAII

WATERBORNE COMMERCE - ALL OTHER COMMODITIES

(Tons of 2,000 pounds)

| PORT | 1959 | | | | | | | | 1958 | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TOTAL | FOREIGN | | DOMESTIC | | | | Local and Intraport | TOTAL | FOREIGN | | DOMESTIC | | | | Local and Intraport |
| | | | | Coastwise | | Internal | | | | | | Coastwise | | Internal 1/ | | |
| | | Imports | Exports | Receipts | Shipments | Receipts | Shipments | | | Imports | Exports | Receipts | Shipments | Receipts | Shipments | |
| ALASKA | | | | | | | | | | | | | | | | |
| Anchorage | 55,942 | - | 6,213 | 47,622 | 2,107 | - | - | - | 67,787 | - | 9,146 | 53,393 | 226 | - | - | - |
| Kodiak | 1,183 | - | - | 1,050 | 133 | - | - | - | 3,172 | - | - | 1,074 | 206 | 1,865 | 27 | - |
| Seward | 20,354 | - | - | 19,205 | 1,149 | - | - | - | 19,372 | 651 | - | 16,356 | 111 | - | 2,254 | - |
| Juneau | 3,331 | - | - | 2,550 | 222 | 3 | 556 | - | 2,731 | - | - | 1,980 | 24 | - | 715 | 10 |
| Sitka | 11,043 | 504 | - | 10,539 | - | - | - | - | 8,598 | 2,777 | - | 5,230 | 5 | - | 376 | - |
| Ketchikan | 129 | 29 | - | 95 | 5 | - | - | - | 144 | - | - | 141 | 3 | - | - | - |
| Metlakatlan | 10,469 | 7,666 | - | 2,698 | 102 | - | 163 | - | 7,435 | 6,170 | - | 1,101 | 33 | 3 | 8 | - |
| PACIFIC COAST | | | | | | | | | | | | | | | | |
| WASHINGTON | | | | | | | | | | | | | | | | |
| Bellingham | 179,793 | 146 | 1,420 | 5,948 | 28,170 | 54,349 | 89,360 | - | 270,347 | 141 | - | 7,071 | 6,400 | 105,134 | 65,603 | - |
| Anacortes | 31,264 | - | - | - | 5,120 | 13,092 | 12,832 | 930 | 79,537 | - | 30 | 12,668 | 15,743 | 16,434 | 6,702 | - |
| Everett | 155,341 | 25,317 | - | 25,693 | 550 | 93,726 | 80 | - | 153,701 | 104,563 | - | 28,512 | 1,129 | 108,934 | 600 | - |
| Seattle | 2,762,698 | 406,476 | 42,610 | 306,966 | 58,359 | 1,657,717 | 81,161 | 14,409 | 2,772,776 | 196,561 | 29,126 | 282,479 | 70,435 | 1,726,030 | 63,974 | 103,171 |
| Tacoma | 892,906 | 355,185 | 34,788 | 208,287 | 113 | 193,156 | 15,176 | 23,500 | 895,374 | 420,118 | 17,427 | 210,576 | 200 | 209,941 | 31,440 | 14,472 |
| Olympia | 98,951 | - | 3,200 | - | - | 95,751 | - | - | 113,113 | - | - | 1,363 | 16,792 | 94,956 | - | - |
| Port Townsend | 7,939 | 1,230 | - | - | - | 5,839 | - | - | 5,918 | 932 | - | - | - | 3,036 | - | - |
| Port Angeles | 87,948 | 27,899 | 106 | 1,746 | - | 47,983 | 14 | - | 71,774 | 71,206 | 317 | 15,251 | - | 39,589 | - | - |
| Grays Harbor | | | | | | | | | | | | | | | | |
| Aberdeen 2/ | 151,201 | 32 | - | 3,457 | - | 27,810 | 119,702 | - | 131,263 | - | - | 4,727 | - | 1,400 | 4,603 | - |
| Hoquiam 3/ | 31,611 | - | - | 4,008 | - | - | - | - | 4,335 | - | - | 703 | - | 3,403 | 1,229 | - |
| Tillapa | | | | | | | | | | | | | | | | |
| Harbor 4/ | 1,200 | - | - | - | - | - | 1,200 | - | 2,000 | - | - | - | - | - | - | - |
| Kalama 5/ | 16,099 | - | 45 | - | - | 14,850 | 1,200 | - | 7,095 | - | - | - | - | - | 7,095 | - |
| Longview | 147,826 | 52,405 | 38 | 89,303 | - | - | - | - | 91,195 | 33,734 | 3,514 | 55,647 | - | 300 | - | - |
| Vancouver | 705,731 | 15,765 | 31 | - | - | 717,970 | 4,500 | 1,050 | 727,778 | 11,305 | 2,313 | 1,503 | - | 196,960 | 17,697 | - |
| OREGON | | | | | | | | | | | | | | | | |
| Portland | 2,533,737 | 107,127 | 137,400 | 444,755 | 31,898 | 834,155 | 391,926 | 588,176 | 1,958,351 | 93,230 | 84,149 | 404,966 | 21,496 | 971,048 | 3,702 | 380,354 |
| St. Helens | 17,700 | - | - | - | - | 17,700 | - | - | 3,370 | - | - | - | - | 3,370 | - | - |
| Astoria | 16,100 | - | 5,400 | - | - | 4,625 | 5,075 | - | 5,000 | - | - | - | - | 5,000 | - | - |
| Yaquina | | | | | | | | | | | | | | | | |
| Harbor 6/ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Coos Bay 7/ | 29,053 | - | 9 | 27,846 | - | - | - | 1,198 | 306,452 | - | - | 303,835 | - | - | - | 2,617 |
| CALIFORNIA | | | | | | | | | | | | | | | | |
| Humboldt Bay | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| (Eureka) | 244,042 | 146,108 | 45,558 | 16,649 | 5,535 | 3,942 | 24,170 | - | 345,901 | 104,350 | 30,561 | 53,097 | 8,331 | 17,753 | 84,729 | - |
| San Francisco | | | | | | | | | | | | | | | | |
| Oakland- | | | | | | | | | | | | | | | | |
| Alameda | 572,100 | 16,125 | 224,665 | 3,350 | 32,217 | 293,337 | 5,806 | - | 323,901 | 16,121 | 115,463 | 10,484 | 45,560 | 129,496 | 16,407 | - |
| Richmond | 516,218 | 89,071 | 135,184 | 29,394 | 106,538 | 93,124 | 19,727 | - | 750,004 | 66,257 | 93,846 | 59,056 | 181,748 | 138,846 | 210,251 | - |
| San Pablo Bay | 104,943 | 31,469 | - | 46,029 | 672 | 8,581 | 18,192 | - | 361,509 | 55,371 | - | 59,339 | 16,148 | 15,049 | 211,642 | - |
| Carquines | | | | | | | | | | | | | | | | |
| Strait | 659,345 | 130,640 | 3,701 | 11,365 | 183,841 | 336,556 | 2,942 | - | 400,559 | 157,942 | - | 67,023 | 117,535 | 23,826 | 34,233 | - |
| Suisun Bay | 121,895 | 7,422 | - | - | 241 | 13,003 | 101,256 | - | 286,931 | 87,451 | - | - | 32,331 | 18,589 | 148,560 | - |
| Redwood City | 2,318,408 | 84,729 | 188,154 | - | 824,805 | 946,151 | 172,569 | - | 2,453,001 | 56,297 | 123,032 | - | 966,551 | 1,309,666 | 84,455 | - |

TABLE XVII - Continued
ALASKA, PACIFIC COAST AND HAWAII
WATERBORNE COMMERCE - ALL OTHER COMMODITIES
(Tons of 2,000 pounds)

| STATE OF PORT | 1959 | | | | | | | | 1958 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TOTAL | FOREIGN | | DOMESTIC | | | | | TOTAL | FOREIGN | | DOMESTIC | | | |
| | | | | Coastwise | | Internal | | Local and Intraport | | | | Coastwise | | Internal 1/ | | Local and Intraport |
| | | Imports | Exports | Receipts | Shipments | Receipts | Shipments | | | Imports | Exports | Receipts | Shipments | Receipts | Shipments | |
| CALIFORNIA - con. | | | | | | | | | | | | | | | | |
| Stockton | 893,093 | 30,000 | 731,716 | 36,974 | 1,354 | 81,767 | - | - | 1,972,618 | 24,111 | 490,437 | 7,430 | 1,870 | 1,066,148 | 2,422 | - |
| Port Hueneme 2/ | 15,445 | - | - | - | - | - | - | - | 13,714 | - | - | - | - | - | - | - |
| Los Angeles | 1,307,046 | 547,135 | 203,722 | 113,436 | 55,825 | - | - | - | 1,197,594 | 451,017 | 215,586 | 160,552 | 337,141 | - | - | - |
| Long Beach | 1,077,793 | 525,177 | 152,581 | 41,113 | 83,112 | - | - | - | 911,898 | 284,697 | 143,172 | 24,979 | 87,050 | - | - | - |
| San Diego | 3,788 | 792 | 783 | 1,003 | - | - | - | - | 70,874 | 5,512 | 1,141 | 60,221 | - | - | - | - |
| HAWAII | | | | | | | | | | | | | | | | |
| Port Allen | 42,147 | - | - | 1,934 | 42,213 | - | - | - | 45,768 | 908 | - | 4,224 | 3,732 | 1,614 | - | - |
| Nawiliwili | 45,552 | - | 3,423 | 4,910 | 37,029 | - | - | - | 50,554 | 2,706 | 1,847 | 11,099 | 29,163 | 6,739 | - | - |
| Honolulu | 427,167 | 11,393 | 6,113 | 201,661 | 61,870 | - | - | - | 412,935 | 22,355 | 23,972 | 261,222 | 50,024 | 710 | 34,632 | - |
| Kahului | 10,892 | - | 5,112 | 5,502 | 278 | - | - | - | 84,874 | 2,018 | 2,576 | 16,830 | 57,301 | 6,523 | 713 | - |
| Hilo | 64,237 | - | 13,397 | 7,515 | 44,956 | - | - | - | 84,627 | 1,699 | 14,466 | 29,985 | 22,370 | 15,101 | 6 | - |
| Kawaihae | 13,188 | - | - | 21 | 13,167 | - | - | - | 19 | - | - | - | - | 19 | - | - |

FOOTNOTES: See footnotes, Table XV.

Source: Waterborne Commerce of the United States - Corps of Engineers, Department of the Army.

## PORT DEVELOPMENT

Major ports on the Pacific Coast are making large expenditures for new facilities to enable them to handle more tonnage and more varied cargoes. In addition to increased spending in public-owned port facilities, private industry is making large investments at the ports to take advantage of the economies of waterborne transportation. The creation of new and better port facilities is aiding in the attraction of new industries.

Particularly active in port construction are such major California ports as San Francisco, Los Angeles, and Long Beach, as well as Seattle and Portland in the Northwest region. In the ports along the southern half of the Pacific Coast where general cargo facility development has been extensive, recent announcements show that grain facilities are also being built.

An increased level of activity in port development on the Coast followed the November election of 1960 when voters in several areas gave approval to proposed bond issues for new construction. A brief resume of the more important building programs in the last year follows:

Seattle: - This port has an ambitious waterfront and airport development program underway involving expenditures of an estimated $32 million over a six-year period. Approximately two-thirds of the total cost will be devoted to waterfront improvements and the balance for the airports. In this connection a $10 million general obligation bond issue was approved by the voters in 1960. The first issue of $5 million was scheduled for marketing by June 1, 1961.

The development program will include such major projects as the demolition and rebuilding of Piers 28, 29, and 30 into one large, modern terminal; a similar project will combine Piers 44 and 46 into a new, four-berth terminal; the loading capacity of the port's grain facilities will be doubled; a new three berth general cargo pier will be built on Harbor Island at the old Government shipyard site; Ames Terminal on West Waterway will be rebuilt; and a new marina on Shilshole Bay will be completed with a capacity for 1,600 pleasure craft.

Portland: - A general obligation bond issue in the amount of $9.5 million for the Commission of Public Docks was authorized in the 1960 election. Recent port improvement projects include a $3.7 million program at Pier 4, Terminal 4, where a new modern bulk cargo discharging pier features a 900-ton-per hour capacity, movable, unloading tower. Pier B, Terminal 1 has been condemned and abandoned. Its replacement is now the subject of an engineering study.

San Francisco: - The improvement program of the Port of San Francisco is keyed with the $50 million general obligation bond issue authorized by voters in 1958 but issued only recently under date of April 1, 1961. As a part of it's improvement program the Port recently announced that Pier 46B in China Basin will be converted into a bulk handling facility specializing in the movement of magnesite.

Stockton: - Port improvements in Stockton during 1960 included facilities operated by Stockton Elevators, Inc. where a million-dollar expansion has been made to Stockton Elevator's total grain capacity with the addition

of 22 silos. Adjacent to Stockton Elevator's facility is the newly completed milled rice facility which cost approximately $450 thousand.

Los Angeles: - A five-year (1960-1965) development program by the Port of Los Angeles will cost approximately $36.7 million. This program will be financed through the issuance of revenue bonds in the amount of $24 million with the balance of cost to be derived from earnings of the Harbor Department. Fourteen new berths at 5 new shedded facilities, and a container terminal will be added in the five year program.

On July 16, 1959 the Port of Los Angeles dedicated a $4.5 million bulk oil terminal to be operated on a 30-year preferential assignment by Union Oil Company of California. The terminal, available to other companies using supertankers, is reached through a fairway with depths of 47 feet existing from the breakwater entrance to the terminal site in the Outer Harbor. This channel has a potential dredged depth of 55 feet.

During 1960 a new general cargo terminal was completed at Berths 143-144 and a grain terminal, first in the port, was completed at Berth 174. It will be operated privately under a 20-year lease arrangement. Work continues on the huge cargo-passenger terminal at Berths 90-93 to be assigned to the American President Line when completed in 1962.

Long Beach: - During 1960 the Port of Long Beach dedicated it's new $2.8 million Administration Building. Other important developments during the year included the start of a new $2.5 million grain elevator on Pier A (Berths 210 and 211) scheduled for completion in July, 1961. The elevator will be privately operated under a 40-year lease. Further work

on Pier A involved Berths 3 and 4 where original timber wharves were replaced with concrete at a cost of $2.5 million, ridding the port of remaining timber wharves.

More recently in 1961 a bulk oil terminal capable of handling supertankers was completed at Pier E. The 19-acre terminal has a dockside frontage of 1,225 feet with alongside depths of 52 feet. A similar depth is being provided in a turning basin and channels to Piers F and G in Long Beach Harbor.

Further improvement of the port involves Pier J, a new pier which will extend south from Pier A and is estimated to cost approximately $25.4 million with the work extending over a period of 3½ years. At the present time this project is in the engineering planning stage and the Board of Harbor Commissioners have authorized an expenditure of $1.3 million for such planning.

San Diego: - The Port of San Diego is building a new warehouse at the Tenth Avenue Marine Terminal, estimated cost $1.5 million.

General: - A resume of a recent study by the Port of New York Authority on port improvements indicated that heavy expenditures also were made just prior to the 1960 bond authorizations. During the period January 1, 1958 to June 30, 1960, the study shows total expenditures for port improvements in western United States amounted to $62.1 million including Alaska, Pacific Coast and Hawaii. During this period ten new shedded berths were constructed including six in California ports, two in ports of Oregon-Washington, and one each in Alaska and Hawaii.

The Los Angeles-Long Beach port complex led all Western ports in port development during the reporting period. Of California's port expenditures totaling $40.6 million, over half or $21.7 million was spent at the Port of Long Beach. Los Angeles spent $13.2 million while other California ports accounted for $5.7 million.

In the Pacific Northwest ports where $9.8 million was allotted for port development, Portland with $5.2 million and Seattle $3.8 million were the leaders. Smaller ports in the area expended $.8 million.

In Alaska $8 million was spent for a new facility at the Port of Anchorage. Hawaiian expenditures totaled $3.7 million and included the ports of Kawaihae, $2.3 million, and Honolulu, $1.4 million.

## POLICY AND LEGAL ACTIONS TAKEN BY THE FEDERAL MARITIME BOARD AFFECTING THE PORT INDUSTRY

The Federal Maritime Board in fulfilling its responsibilities for the administration of its statutory regulatory functions, which include the regulation and control of rates, services, practices and agreements of common carriers by water in foreign and domestic off-shore trades, terminal operators, and freight forwarders, and investigating discriminatory practices in such activities rendered numerous decisions of interest to the industry. Some of the more important cases with either final or pending decisions have been selected as representative of the type of regulatory functions administered by the Federal Maritime Board. These are summarized as follows:

Investigation of Certain "Free Time" Storage Practices: - The Federal Maritime Board initiated an investigation to determine whether certain storage practices of a respondent (a terminal operator) constituted the making or giving of any undue or unreasonable preference or advantage to any particular person, locality, or description of traffic; and subjected any particular person, locality, or description of traffic to any undue or unreasonable practice in violation of Sections 16 and 17 of the Shipping Act, 1916.

After the proceedings had been duly heard and submitted, the Federal Maritime Board found that the practices of granting certain free time and storage privileges under terms not authorized in its tariff was unduly prejudicial and preferential in violation of Section 16, and unjust and unreasonable in violation of Section 17, of the Shipping Act, 1916 and that respondent cease and desist from its unlawful practices.

This action followed an investigation into alleged granting of free time and storage on export and import cargoes in certain other ports, and the Board requested that persons believed to be engaged in such practices immediately suspend such practices.

Free time and free storage refers to the granting of these services in connection with import and export cargoes without charge for such services. Protests regarding these practices in other areas are under investigation by the Federal Maritime Board. Such granting of excessive free time is alleged to be in violation of Section 16 of the Shipping Act of 1916 which prohibits the granting of undue, unfair, or unreasonable preference to any persons, localities, or traffic, and Section 17 of that Act, which prohibits unjust and unreasonable practices related to the receiving, handling, storing, or delivering of cargo.

Collection of Ocean Freight Brokerage: - The purpose of the investigation was to determine whether respondent (a ship broker) had collected ocean freight brokerage under circumstances which result in a violation of General Order 72 and Section 16 of the Shipping Act, 1916. The investigation also was to determine whether respondent knowingly and wilfully, directly or indirectly, by means of false classification or by any other unjust or unfair device or means, obtained or attempted to obtain transportation by water of certain cargoes at

less than the rates or charges which otherwise would be applicable in violation of Section 16 of the Act.

Respondent was found to have violated Section 16 of the Shipping Act 1916, and the Federal Maritime Board's General Order 72 by collecting ocean freight brokerage on shipments made in the names of respondent companies under his exclusive ownership and control. Respondent and one of respondent's shippers were also found to have knowingly and wilfully falsely classified shipments, thereby obtaining transportation at less than the rates and charges which would otherwise be applicable. A cease and desist order was entered against respondents and the freight forwarder registration issued to respondent was revoked.

General Increase in Rates and Charges: - Respondent (steamship company) filed tariff schedules with the Federal Maritime Board providing a general increase in rates and charges applicable to the carriage of cargo between domestic and off-shore ports and setting forth new rules, regulations, and practices affecting such rates and charges.

Pursuant to Section 18 of the Shipping Act, 1916, the Federal Maritime Board instituted an investigation into and concerning the lawfulness of the foregoing rates, charges, rules and regulations.

The Federal Maritime Board found that the proposed increased rates and charges, and regulations and practices of respondents were just and reasonable.

Loading Vans at an "Off-Dock" Receiving Station: - A controversy arose between a Steamship Conference and a complainant (a member of the conference) concerning the loading of cargo into vans at a drayman's receiving station approximately 4 blocks from complainant's pier. The Conference claimed that there was no tariff provision permitting the loading of cargo into vans at the receiving station and the transportation of the vans at the carrier's expense to the dock.

The Conference recognized the right of the carrier to load vans on its dock at its own expense despite the absence of a specific rule in the tariff granting such a practice. It is complainant's position that the loading of the vans at a nearby receiving station, which results in economies to the carrier in loading, is for carriers convenience and is a justified practice. Since the receiving station is in the same trucking zone as the carrier's dock, the shipper's through-transportation costs are identical whether the cargo is loaded at the receiving station or at the carrier's dock.

The complaint was filed with the Federal Maritime Board in an effort to settle the controversy. Soon afterward, the Federal Maritime Board issued an order requiring the Conference to show why its practice of precluding the use of the "off-dock" area for loading should not be found detrimental to the commerce of the United States.

On stipulation of the parties that the issues raised in the complaint against the Conference has been resolved, the Federal Maritime Board dismissed the proceeding.

United States of America versus a Terminal Company: - The United States has filed a complaint against a terminal, alleging that the service charge in published tariff is unjustly discriminatory and prejudicial against the United States as a shipper of goods.

In the preamble of the service charge description as contained in the tariff, it is stated that it is a charge assessed against a vessel for certain enumerated services, subject to "Notes 1 and 2." Note 1 states that the services do not cover or include any cargo handling operations or labor other than that which is essential to the performance of the service. Note 2 states that when United States Government cargo moves on a space or time-chartered vessel, the terminal charges as itemized in Tariff will be assessed against the department or agency of the Government making the shipment.

The United States asks that the applicable portion of the tariff be declared illegal and void. The terminal has sought to collect the charge in a Federal District Court action. A decision is pending in answer to petitions.

Ocean Carrier versus Certain Grain Terminals, et al.: - Five ocean carriers serving a port have asked the Federal Maritime Board to require two terminals at that port to make refunds of service charges levied against them in connection with cargo transported for the Military Sea Transportation Service. The services, according to the steamship lines, should have been performed at the expense of the Military Sea Transportation Service.

In their complaint the ship lines said that the Federal Government had denied any liability, as a shipper, to reimburse the carriers for the service charges they paid to the terminals.

The ship lines stated that the Government denied liability for the charges on the ground that "the service charge is illegal under Sections 16 and 17 of the Shipping Act of 1916, as against both the shipper and water carrier, in that it sets a fixed and arbitrary monetary figure for purported services without furnishing the shipper and/or the carrier all of said services for which charged and/or charging for services which are at times not rendered and/or rendered in part to other persons and/or only properly included in other charges and items of the respondents' tariffs."

The shipping lines had been advised that the Government would file a formal complaint with the Federal Maritime Board asserting that the services charges were illegal, invalid and uncollectible. The complaining shipping lines asked the Federal Maritime Board to issue a cease and desist order, prescribe lawful charges and practices for the future, and award reparation.

The docket is awaiting further considerations.

Investigation of Storage Practices of Shipping Lines and Terminals: - A proceeding of investigation was instituted by the Federal Maritime Board on its own motion to determine whether certain practices relating to the alleged free storage of import cargo at a port and a terminal in violation of the Shipping Act, 1916. Neither the Port nor the terminal was named as a party to the proceeding.

The Federal Maritime Board held a public hearing on the matter. At the hearing, testimony was offered which indicated that the water carriers involved had, through agents, provided import cargo with either free storage or storage at a nominal rate. The examiner has made a recommendation and the Federal Maritime Board's decision may be expected after briefs of counsel are submitted.

A Stevedore Company et al., versus a Port District et al.: - Docket between a Stevedore Company et al., v. a Port District et al. arises out of a formal complaint filed with the Federal Maritime Board in which complainants make the following allegations: That each of them is engaged in the stevedoring business and holds itself out to perform such stevedoring services for all vessels loading or discharging cargo; that each of the respondents carries on the business of furnishing wharfage, dock, warehouse, or other terminal facilities in connection with a common carrier by water, and as such is subject to the provisions of the Shipping Act, 1916; that complainants believe that an agreement or understanding was entered into between the Port on the one hand, and an Elevator and a Terminal Company on the other hand, whereunder the latter gave to the Port the exclusive contractual right to perform or to have performed all stevedoring work on vessels receiving shipments of grain, rice, ore and coal in bulk; that such agreements have neither been filed with, nor approved by, the Federal Maritime Board, as required by Section 15 of the Shipping Act, 1916; that complainants have been precluded from performing stevedoring work on vessels receiving bulk shipments at the Port because the Port has entered into an exclusive stevedoring contract

with another stevedoring company or the port has performed such stevedoring services itself; that complainants have been informed by the Port that they could not perform such stevedoring services at the port; that the particular operation performed by complainants involves merely the trimming of grain and ore in the vessel, and none of the stevedoring activity involves the use of any of the property or facilities of the terminal; that the loading of grain and ore into oceangoing vessels requires skill and judgment in order to assure the ship's seaworthiness; that in all instances, the decision on matters of loading rests with the master of the vessel; that the vessel owners are prevented from selecting stevedores of their choice; and that the foregoing acts are in violation of the Shipping Act, 1916. Complainants ask that a cease and desist order be issued by the Federal Maritime Board after hearing and investigation. Briefs are in the process of preparation.

Subsequent to the filing of the complaint, the Port amended its tariff provision to grant to itself the exclusive right to perform stevedoring operations at these facilities, except that it will allow others to perform such services upon payment of a fee to said Port of 37 cents per ton which is designed to compensate for the use of the premises which it provides to the stevedoring company.

The case involves the propriety of charging stevedores for the use of port property while performing stevedoring operations. Some of the questions are also considered in another investigation, now pending on appeal, in which the Federal Maritime Board held that an agreement between the port

commission and a terminal operator creating a monopoly in stevedoring was subject to the filing and approval requirements of Section 15 of the Shipping Act, 1916, that the agreement was in violation of Section 17 of the Act as operating to the detriment of the commerce of the United States and constituting an unjust and unreasonable practice, and refused to approve the agreement.

Legal Status of Persons Offering Transportation by Water but not Operating Vessels: - Status as a "common carrier by water" depends on the nature of what a carrier holds itself out to undertake to the general public rather than upon its ownership or control of vessels, a Federal Maritime Board Examiner has ruled. In determining the status of motor carriers offering overseas transportation of household goods in containers on through bills of lading, it was concluded that these carriers were "common carriers by water" subject to the Shipping Act. As stated by the Examiner, any person who holds himself out to provide water transportation in interstate or foreign commerce, assumes responsibility for safe water transportation, and arranges in his own name with underlying water carriers for the performance of such transportation, whether or not owning or controlling the means by which such transportation is effected, is a common carrier by water subject to the Shipping Act, and hence eligible to enter into Section 15 agreements. A recommendation has been issued and final decision by the Federal Maritime Board is pending.

Joint Agreement Between the Member Lines of Two Separate Conferences: - Docket presents an investigation of the ocean rate discrimination against certain ports by reason of a joint agreement between the member lines of one

Conference and the member lines of another Conference. Following protests from shippers and other persons, the Federal Maritime Board, on its own motion, instituted an investigation of the Section 15 agreement between lines of the Conferences. Among the declared purposes of the investigation is to ascertain if the agreement is being carried out in such a manner as to unjustly discriminate between shippers, exporters and ports.

Many shippers and port authorities have intervened in the proceeding. The petitions for intervention which have been filed anticipate that the proceedings will involve as a key issue the ocean rate relationships applying between the two conferences.

Practices, Operations and Agreements of Ocean Freight Forwarders and Related Matters and Practices and Agreements of Common Carriers by Water Re Payment of Brokerage, Etc., to Ocean Freight Forwarders and Brokers: - Agreements between steamship lines prohibiting or limiting the payment of brokerage to ocean freight forwarders are not detrimental to United States Commerce, a Federal Maritime Board examiner has ruled in a recommended decision. According to the Examiner, a forwarder does not normally perform the functions of a broker. However, in the proposed regulations set forth by the Examiner, the freight forwarder may receive freight commissions from water carriers where he performs three or more of the following services: (1) Booking shipments, (2) coordinating movement to shipside, (3) preparing and processing the ocean bill of lading, (4) preparing and processing dock receipts or delivery orders, (5) preparing and processing consular documents or export declarations, and (6) payment of ocean freight charges.

In the general investigation of forwarder practices, the Examiner found that intense competition had produced great variation in computing fees, and in "marking up" charges for accessorial services. In some cases "free forwarding" has been performed. The Examiner recommended in other parts of the proposed regulations that forwarders be required to file schedules of minimum forwarding fees, and that forwarder invoices should itemize the charges made. No forwarder may perform forwarding services free or at less than minimum rates for shippers, in order to receive commissions from the carrier on such shipments. The regulations also contain provisions against rebating due to forwarder-shipper financial interests.

Exceptions and replies have been filed to the Examiner's proposed report, and a decision by the Federal Maritime Board is awaited.

Proposed Rule Making Requiring the Filing of Freight Rates in Foreign Commerce of the United States: - The filing of freight rates in the foreign commerce of the United States is the subject of investigation. At the present time, common carriers by water in foreign commerce are required to file rates and charges on export traffic with the Federal Maritime Board within thirty days after their effective date. The Federal Maritime Board proposed to amend its regulations so as to require the filing of rates and charges on export and import traffic, on or before the effective date of such rates and charges. The proposed regulations do not require filing as to bulk cargo.

The Federal Maritime Board has received many representations on this rule change. Shippers and shipper associations support the proposed rule almost without exception. Some shippers suggest that filing be required

30 days prior to effective dates. On the other hand, the steamship lines are generally opposed to the immediate filing requirement on the grounds that it is unduly burdensome, and places American exporters and conference lines at a disadvantage in meeting foreign competition. Some steamship conferences contend the Federal Maritime Board is without statutory authority to require such tariff filing.

Oral argument has been held; the decision of the Federal Maritime Board is pending.

Investigation with Respect to Establishment by Steamship Freight Conferences of a Tariff Distribution System: - A proposed regulation of the Federal Maritime Board as contained in this investigation would require all common carriers by water in United States foreign commerce to establish a system for the distribution of tariffs to interested persons, free or upon payment of reasonable subscription fees. Details of the distribution system adopted must be filed with the Board. The proposed regulation specifically authorizes the use of tariff publishing agents.

The Federal Maritime Board has received many comments by interested parties on the proposed regulation. Oral argument has been held. The decision is pending.

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